

THE AMERICAN REVIEW OF REVIEWS

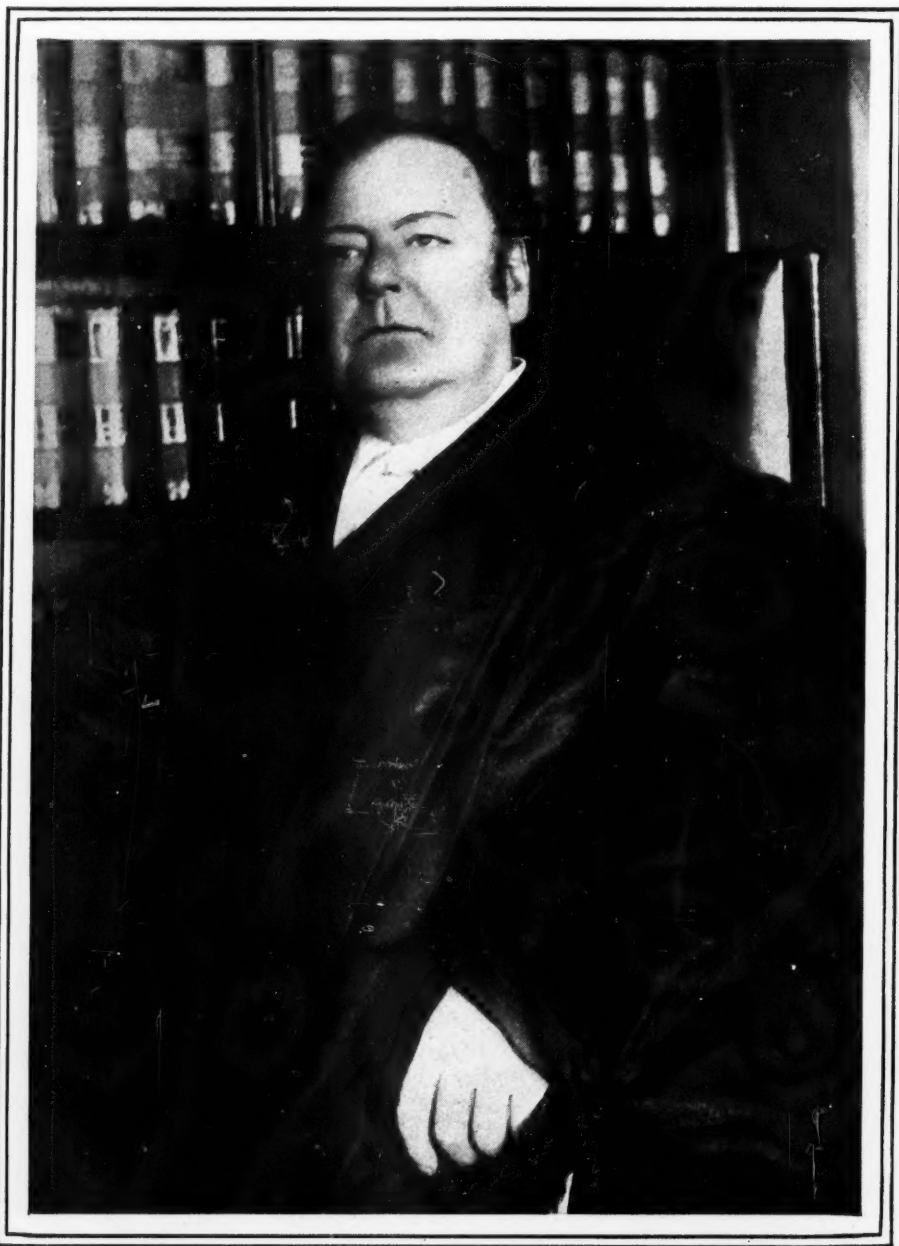
EDITED BY ALBERT SHAW

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CHIEF JUSTICE EDWARD DOUGLASS WHITE
OF THE UNITED STATES SUPREME COURT

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No. 1

THE PROGRESS OF THE WORLD

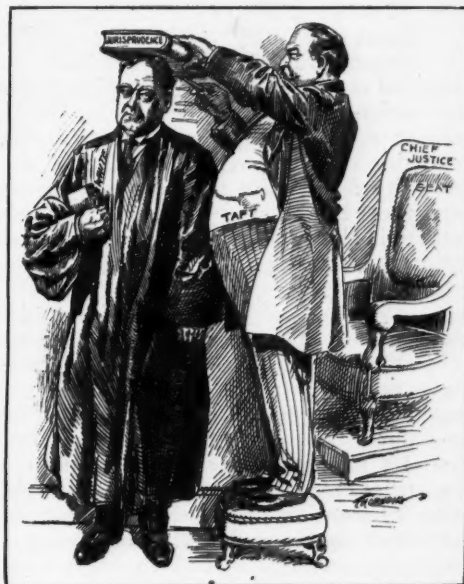
*Our New
Chief
Justice*

The appointment of Justice Edward D. White to be Chief Justice came last month as a complete surprise. President Taft had freely informed many with whom he consulted that he had definitely decided to name Justice Hughes, recently Governor of New York; and everyone was prepared to express confidence and satisfaction in the elevation of Justice Hughes. But the President's change of plan was accepted with expressions of approval so hearty and unanimous that Mr. Taft's surprise may have been as great as that which he had given the country in making the appointment. He had expected to encounter some criticism on the part of those who might have felt that a Republican President ought not to select a Southern Democrat, who had been an ex-Confederate soldier, to be Chief Justice of the United States, so soon after naming Judge Lurton, he also being a Southern Democrat who had served in the Confederate army. But nobody is sorry to have partisanship disregarded in the appointment of judges; and every one who has observed the work of the Supreme Court has felt some measure of pride in the attainments, intellectual power and broad patriotism of the Louisiana jurist. It was undoubtedly the feeling of the federal judges, whether on the Supreme bench or in the ranks of the Circuit and District judiciary, that if the Chief Justiceship was to be filled by promotion, the honor should go to one of the older men on the bench, rather than to the youngest and most recently chosen. The President's change of plan was, therefore, no slight to Justice Hughes.

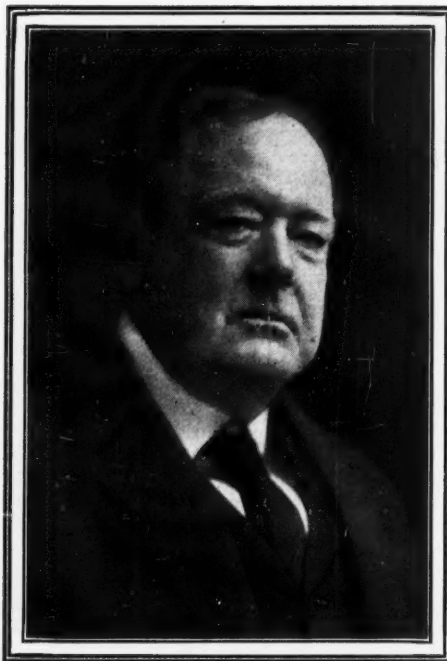
*A Great
Mind and
Personality*

The new Chief Justice was for many years on the Supreme bench of Louisiana, and for several years he was in the United States Senate. He was sixty-five years old in November. On

March 12 he will have been a member of the Supreme Court at Washington for seventeen years. He is large of physique and large of brain and heart—with such talent for the expounding of our Constitution and laws, and such gifts of clear and keen analysis, that he may well help us to keep from losing faith in the value of our most distinctive political institution. For undoubtedly there is nothing so distinctive in our system as the Supreme Court; and the authority we repose in the men who constitute this high tribunal could only be justified by intelligence, wisdom, and character on their part. Happily, the Supreme Court has justified itself through



WHEN A REPUBLICAN PRESIDENT SELECTS A CHIEF JUSTICE, HE CHOOSES A MAN WHO MEASURES UP THE TALLEST, REGARDLESS OF PARTY AFFILIATIONS
From the Press (Philadelphia)



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THE NEW CHIEF JUSTICE

the whole course of our one hundred and twenty years of constitutional experience. The questions it has to answer are fraught with great consequences; and many of them in the past have been decided by a bare majority of one vote in a tribunal of nine. Yet, for working purposes, the country has nearly always accepted in perfect good faith the majority opinion, even when that of the minority might have seemed equally wise; and there has been surprisingly little harsh assault in all our history upon either the good faith or the intelligence of the court.

Justice White himself has delivered minority opinions in some of the greatest cases that have been decided in recent years. He did not agree with his colleagues in the decision that overthrew the income tax some years ago, and his minority opinion in the Northern Securities case seemed to many of us at the time as more convincing than the opinions expressed by the majority. Interpreting a written constitution is by no means an exact, scientific thing about which trained and logical minds must necessarily agree. We have before us a period of great and critical activity on the part of our highest tribunal. We may feel confident in having a bench made up of

men of fidelity and conscientious industry, as well as of legal learning and intellectual power. And it will be most reassuring if these nine men can agree in their opinions upon the great cases that are soon to come before them. It is quite possible, however, that they may differ in their views. Again and again Justice White has differed from the majority of his colleagues, and his dissenting opinions have brought every resource of a powerful logician to bear upon the destructive analysis of the prevailing arguments. No outside critics of the courts have been as relentless in assault as have the dissenting judges themselves. We beg to commend to young men of intelligence, whether lawyers or not, the practice of reading Supreme Court opinions—particularly when, as in the Northern Securities case, the dissenting opinions are expressed in language at least as convincing as the opinions of the majority.

*The Bench
and
the Citizen*

It is seldom necessary to criticize judges personally, nor yet to speak disparagingly of their decisions; but it is always proper to attempt to follow their reasoning. And it is highly commendable in American citizens to discuss to the best of their ability all the "pros and cons" that the lawyers and courts themselves raise in dealing with public issues. There is no better schooling than this in our system of government. In our State and minor courts we often have men lacking in professional training, and sometimes lacking in moral character. Such men should be criticized ruthlessly. Far from its being wrong to watch the judges and criticize their work, it is a very praiseworthy practice and one which, happily, must result in reassurance as regards the equipment of most of the men in the high seats of justice.

*Justices
Van Devanter
and Lamar*

The Senate naturally confirmed without delay the promotion of Justice White. The other two appointments to the highest bench were also within a few days approved without a single dissenting voice. When Congress assembled on December 5, it was supposed that the President would be ready to send in the judicial appointments without delay. He had waited, however, to confer with a large number of Senators and other public men, and the appointments were made after consideration of a long list of names of lawyers and judges regarded as worthy of the highest judicial rank. The three vacancies on the bench were caused by the deaths of Justice Brewer



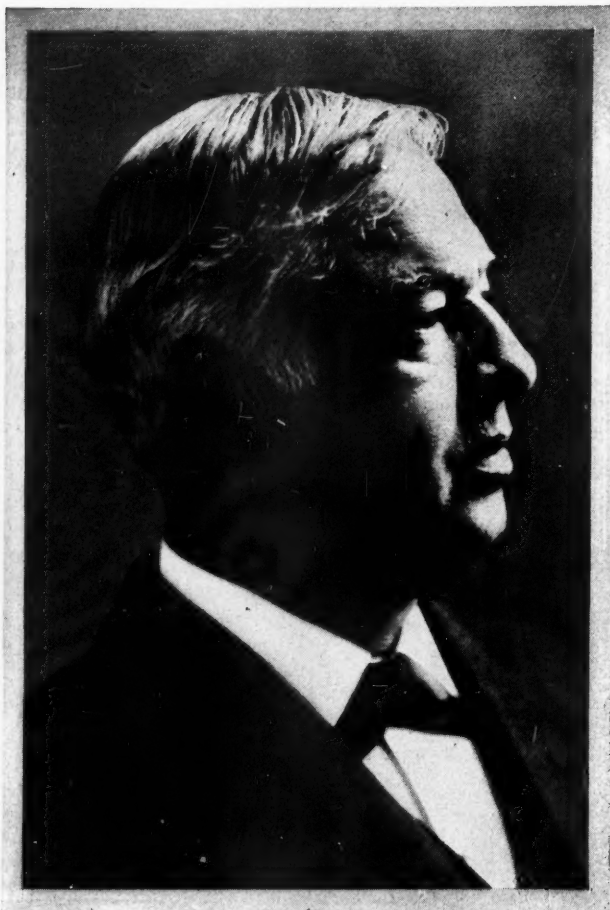
JUSTICE WILLIS VAN DEVANTER, OF THE SUPREME COURT

and Chief Justice Fuller, and the retirement on account of illness of Justice Moody. One of these vacant seats had been filled by the appointment of Governor Hughes of New York, who took his place on the bench in November. The other two are now filled by the choice of Judge Willis Van Devanter, who is promoted from the United States Circuit bench, and Judge Joseph R. Lamar, of Georgia. Judge Van Devanter, who is about fifty-one years old, has long been identified with the new State of Wyoming. He was its Chief Justice while it was still a Territory, and remained in that position after it became a State. He was brought to Washington by President McKinley, who gave him an important post in the office of the Attorney-General, and he was made a United States Circuit Judge by President Roosevelt. Western lawyers who know him well regard him as worthy of his new honor. Justice Lamar—

whose name indicates his connection with a well-known Southern family once before represented on the highest bench—has had some years of service in the Supreme Court of the State of Georgia, and is a man of such recognized strength of mind and character that his choice for the Federal bench is regarded as well deserved.

*The Court
as it
Stands*

Of the nine members of the present bench, Mr. Taft has already named four (Lurton, Hughes, Van Devanter, Lamar). Justices Holmes and Day were appointed by President Roosevelt. Justice McKenna was named by President McKinley. Justice White was appointed by President Cleveland. Justice Harlan, who will be seventy-eight years of age on June 1, was appointed by President Hayes thirty-three years ago. Justice Harlan keeps a mind of remarkable vigor for a man of his



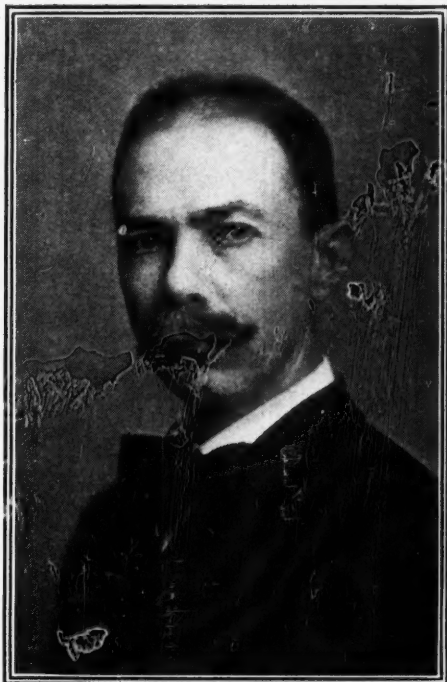
JUSTICE JOSEPH R. LAMAR, OF THE SUPREME COURT

advanced years. The next in age on the bench is Justice Oliver Wendell Holmes, who will be seventy in a few weeks, but whose mind is as fresh and active as it ever was, and who seems to have inherited from his father those gifts of mental elasticity and youth that are not affected by the passing years. Before this tribunal as thus reconstituted, with a man of superb talents for Chief Justice and four new members of experience and power, a number of great cases are to be tried in the early future, and the business methods of this country must for a long time be affected by the results of these appeals to our court of last resort.

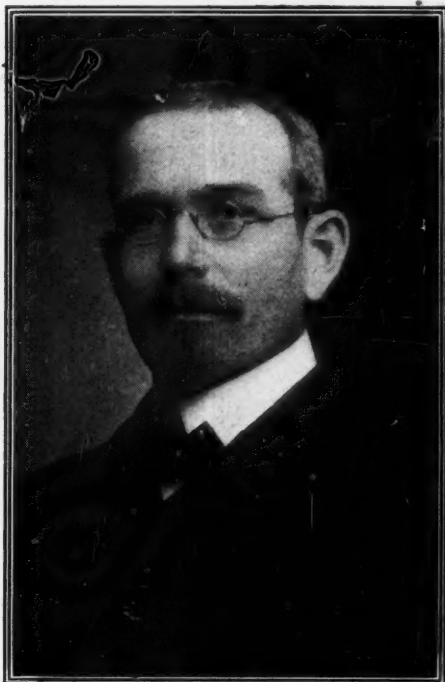
*Great Cases
to be
Decided*

We are to have in the immediate future a hearing of the arguments in the appealed Standard Oil and Tobacco cases. It will be remembered that these great suits had been argued

before the court in 1909, but that they were regarded as so important that a full bench was desired, and a rehearing was ordered after Justice Brewer's death. A recent decision by the United States Circuit Court at Philadelphia, in the Government's case against the anthracite-carrying roads, will also be appealed by the Department of Justice to the Supreme Court. The Government's object was to break up the so-called anthracite monopoly. The Philadelphia decision sustains only a part of the Government's case. The Philadelphia judges have granted an injunction against the Temple Iron Company, which is the organization through which the anthracite roads have regulated the output and prices of coal. It is thought by Government officials that the National Packing Company, which bears a like relation to the great cattle-buying and packing-houses of Chicago and the West,



HON. C. C. M'CHORD, OF KENTUCKY



HON. B. H. MEYER, OF WISCONSIN

TWO NEW MEMBERS OF THE INTERSTATE COMMERCE COMMISSION

will be restrained in a similar fashion. The Government is about to proceed against the combination of electrical companies that is said to control the greater part of the business of providing electrical machinery and appliances. This situation is said to turn upon the control of certain patents.

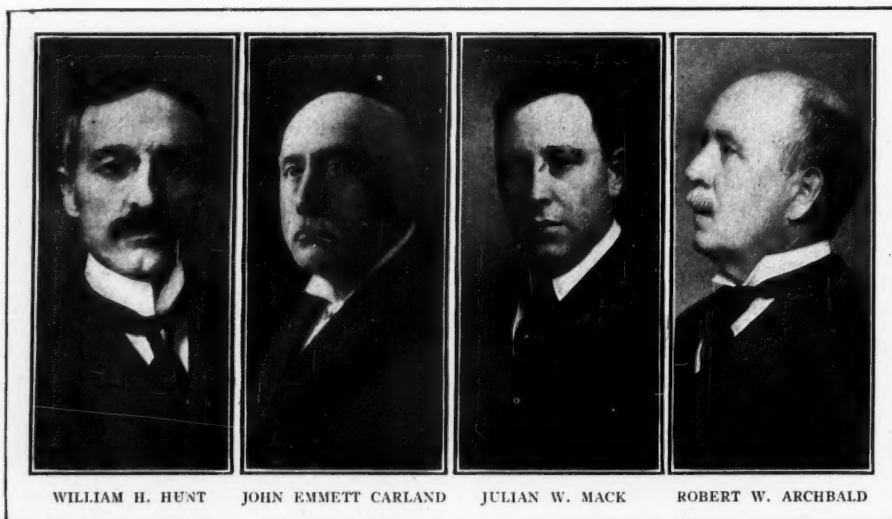
Law and Its Relation to Business

Thus we are to witness a greater range of activity in the enforcement of the Sherman Anti-Trust law than at any previous time. And we are to have those sweeping and conclusive interpretations of this law that the courts have not hitherto had the opportunity to give us. President Taft, in his message to Congress, takes the ground that it will be better to have these pending cases prosecuted, and the law interpreted, before trying to amend the Sherman law in any way. He still holds to the desirability of a federal corporation act, but expects no immediate steps in that direction. There is no other commercial nation whose great business enterprises are under the ban of the law, or in the throes of prosecution or of hostile investigation at the hands of the Government. Whether our existing laws are wise or unwise, therefore, it is very

important to have them so interpreted that the managers of industrial and transportation companies may know of a certainty whether or not they are lawbreakers. Business corporations of national scope ought to be under national regulation. In so far as they are doing business properly they ought to be protected and encouraged. It will be a great relief to have pending cases brought to a conclusion, and the expected prosecutions pushed rapidly and sent up to the highest court for decision. It is probable that Chief Justice White and his learned associates can render the country no better service than to focus their energies, in so far as possible, upon these great business cases. They must lay down guiding principles for the lower courts, and rules of conduct for the officers and legal counselors of our railway and industrial corporations. Their findings will be awaited with intense interest.

The Men Who Supervise Railroads

The reorganizing of the Interstate Commerce Commission is of more immediate interest to our business world than the creation of the new Court of Commerce and the naming of its five judges. Chairman Knapp, who has served



WILLIAM H. HUNT

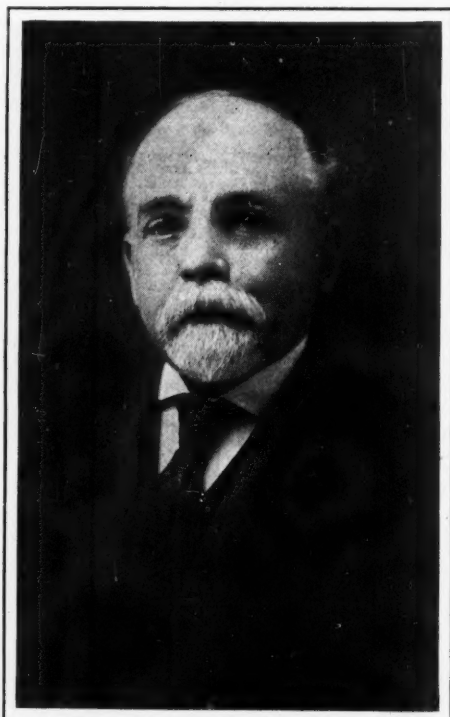
JOHN EMMETT CARLAND

JULIAN W. MACK

ROBERT W. ARCHBALD

FOUR JUDGES OF THE NEW COURT OF COMMERCE

for nearly twenty years as a member of the Interstate Commerce Commission, has been made a member of the new Commerce Court, and Mr. Cockrell, of Missouri, retires by rea-



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HON. MARTIN A. KNAPP

(Presiding Judge of the Court of Commerce)

son of age (he is in his seventy-seventh year). The two vacancies in the Commission have been filled by the selection of Prof. B. H. Meyer, of the University of Wisconsin, and Mr. C. C. McChord, of Kentucky. Professor Meyer had recently been made a member of the special commission, headed by President Hadley of Yale, on the regulation of railroad stock and bond issues. Mr. LaFollette's governorship of Wisconsin led to the creation of an extraordinarily capable State commission for railway regulation, and Professor Meyer, as a member of that commission and a writer on railway economics, is already a man of wide reputation. Mr. McChord has served for some years on the Kentucky railway commission. These new members will be qualified to join intelligently in the great pending work of the Interstate Commerce Commission, inasmuch as they have doubtless followed closely the hearings on the question of increasing railway rates.

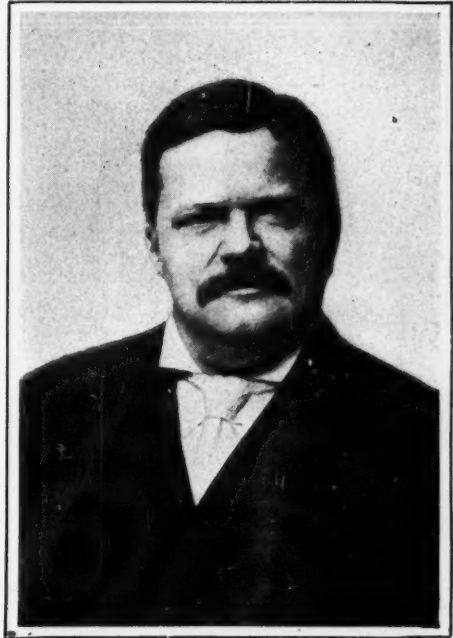
*The
Commercial
Court*

It remains to be seen whether or not the creation of a special federal court for commerce cases is a valuable innovation. Martin A. Knapp, of New York, becomes the presiding judge. John Emmett Carland, a federal district judge of South Dakota, and Robert Woodrow Archbald, a federal district judge of Pennsylvania, are appointed to this new court, and the other two members of it are William H. Hunt and Julian William Mack. Mr. Hunt, before he became Secretary (afterwards Governor) of Porto Rico, had filled political and

judiciary offices in Montana. President Roosevelt made him a United States District Judge and President Taft, last January, made him a member of the new Customs Court. Few men have ever held as many different legal and judicial offices as Mr. Hunt. Mr. Mack for a good many years has been a professor of law, first at the Northwestern University and afterwards at the University of Chicago. He has recently held several judicial positions in Chicago and is eminently worthy of his new honors. The object of the Commerce Court is to relieve the federal judiciary at large of a special class of cases, and also to secure prompt disposal of railway and similar questions at the hands of a tribunal thoroughly versed in every phase of interstate commerce and law.

Not the least interesting of Mr. Taft's appointments last month was that of the Hon. Frederick

W. Lehmann, of St. Louis, as Solicitor-General of the United States. Mr. Lehmann is this year president of the American Bar Association, and his professional reputation is so high that if Mr. Taft had appointed him to the Supreme bench there would have been general approval from the lawyers of the country. Mr. Taft was once Solicitor-General himself, and he regards the office as of immense importance, especially at this time when great cases are to be argued before the Supreme Court. Mr. Bowers had brought a great reputation from Chicago, and it was supposed that Mr. Taft might sometime elevate him to the Supreme bench. His death was a serious loss, and Mr. Taft fills the vacancy by the appointment of another lawyer of the Mississippi Valley of equally high standing. Mr. Hoyt, who had been Solicitor-General in the Roosevelt administration, was chosen by Secretary Knox as the Counselor of the State Department, and his death a few weeks ago marks another vacancy in the group of talented lawyers who have been giving the Government their devoted service. It is the business of the Solicitor-General to argue the Government's cases before the Supreme Court, the Attorney-General seldom having the time to appear in court in view of his cabinet duties and varied responsibilities. President Taft, in securing Mr. Lehmann, has brought to the Government's aid, in the handling of the great cases about to be tried in the near future, as able a lawyer and as brilliant an orator as his profession affords. It means, in part, that the administration is quite in earnest about law-enforcement.



Photograph by Strauss

HON. F. W. LEHMANN, OF ST. LOUIS
(The new Solicitor-General)

Mr. Brandeis
and the
Railroads

The wide and active discussion last month of the Interstate Commerce Commission's hearings on the question of increased freight rates centered on the argument of Mr. Louis J. Brandeis, counsel for the shippers, that the railroads could get the additional income they need by the simple method of introducing modern scientific methods of management. In the past decade a new profession has been created on this theory that scientific study of the smallest details and of the entire operations of a factory or other business concern can show the way to great economies in cost, prevent waste and increase output. There are now eminent consulting engineers who are engaged by industrial heads to study their establishments from top to bottom with a view to finding by scientific study the methods of working, accounting and handling labor which will improve on the old traditional habits. Some extraordinary results have been attained. One frequently cited is in the trade of bricklaying, where it is said that by scientifically analyzing and simplifying the movements made by the bricklayer, efficiency, as measured by the output of a man in a given time, was increased 200 per cent. Mr. Brandeis, to support his widely quoted statement that the railroads could



Photograph by Harris & Ewing

MR. LOUIS BRANDEIS, REPRESENTATIVE OF THE SHIPPERS IN THE RATE HEARING

save \$1,000,000 a day through scientific improvements in industrial practice, put a number of the foremost of these professional "business economizers" on the witness stand. It was shown that certain railroads, for instance the Atchison, Topeka & Santa Fé, had already gone far into these modern methods of industrial economy with good results. Some of the points brought out by Mr. Brandeis in the testimony given before the Interstate Commerce Commission are clearly summarized in the article by Mr. Benjamin Baker which we publish on page 80 of this number. Our own understanding of the attitude of organized labor on the subject of the bonus system does not wholly coincide with Mr. Baker's, as will appear.

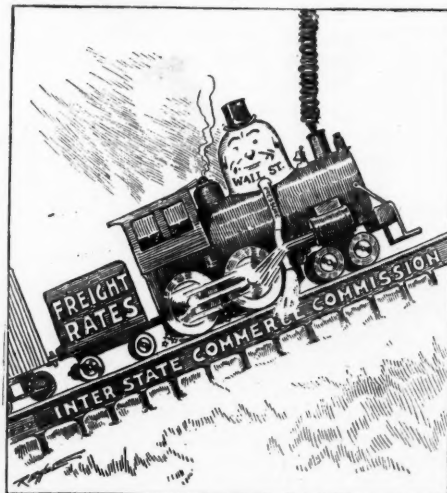
Can the
Railroads
Wait?

There are two practical difficulties in Mr. Brandeis' prescription for the railroads when it is considered as a panacea for their imminent weakness in net income. It is undoubtedly true of any great field of industrial activity that there is always room for improvement in industrial efficiency, and we are inclined to think that in the case of certain railroads, at least, there

is unusually large opportunity to prevent waste. But, in the first place, the adoption of the modern scientific methods of management is apt to amount, in the end, to a revolution in the details of organization, and such a revolution takes a long time to accomplish, if it is to have a helpful result. Some mistakes are always made at first, and it takes months, or, in such vast and complex organizations as a great railroad, it may take years, to get the thing done and in good running order. Now the problem before the railroads of showing such net income as will enable them to do their necessary financing is felt to be immediate.

Labor
Union
Opposition

A second difficulty in the way of using the so-called modern scientific methods of reorganizing railway operation lies in the attitude of organized labor. Two essential factors in the scientific reorganization of a shop or other industrial plant are standardization, involving high specializing of processes, and some sort of bonus system to stimulate workers to make the best use of the new method. Organized labor is flatly against specialization, and apparently not agreed on the bonus system. Mr. John Mitchell discussed the matter very frankly in relation to the arguments of Mr. Brandeis. Specialization, Mr. Mitchell claimed, tends to monotony in the worker's life and brain atrophy. It is not denied that costs can often be reduced and output increased by limiting a given worker's attention to a most restricted fraction of the



MAYBE THE TRACK WILL BE SANDED!
From the Pioneer-Press (St. Paul)

whole process of manufacture. But organized labor says the price of such industrial efficiency, paid for in the mental health of the worker, is too great. So, also the bonus system is opposed, on the ground that, whatever its immediate economic results, it "speeds up" the worker too fast. Mr. Mitchell contends that while, for a time, the worker may be stimulated to a greater output by the lure of greater rewards, there comes a time when the "speeding up" tells on him, and his efficiency may fall back to the old level, or below it, so that, looking at his life work as a whole, he may be able to accomplish less in it and live less happily, than by the older and slower methods. However doctrinaire these claims may seem to the average progressive American mind, the fact that they are made by labor is an important answer to Mr. Brandeis' contention that all the railroads need do to bolster up their endangered credit and income is to introduce modern methods.

*Mr. Kellogg on
Federal Control
of Railways*

Would the owners of railroads and the bankers who market their securities prefer to go back to the era of rebates and cut rates? Will the federal Government ever reduce rates as low as they were in the eras of cut rates and special terms to large shippers before 1903? Such questions were vigorously put by Mr. Frank B. Kellogg to Wall Street in his recent address before the Economic Club in New York City. The speaker traced the development of the nation's transportation systems from the military highways on to the highly organized railroads, to show that from the beginning, and at all times, federal control was necessary for the life and health of the nation. To-day, railroad rates are a tax on all commerce, and equal opportunity for all citizens demands that rates shall be uniform. Mr. Kellogg reminded his hearers that in 1872, when the States first began to exercise some control of railroad rates; in 1887, when Congress passed the Interstate Commerce Act; and in 1903, when the Elkins' bill was made law, predictions of dire disaster were heard. "Yet in spite of the progressive growth and development of this control, there has been the most wonderful increase in railway construction and enterprise, and in the development of our resources in all industries, ever known in history. Railway securities have become more generally an investment of the people, more stable and more profitable." Mr. Kellogg showed clearly the difficulty of obtaining uniform action from forty-six States in the con-

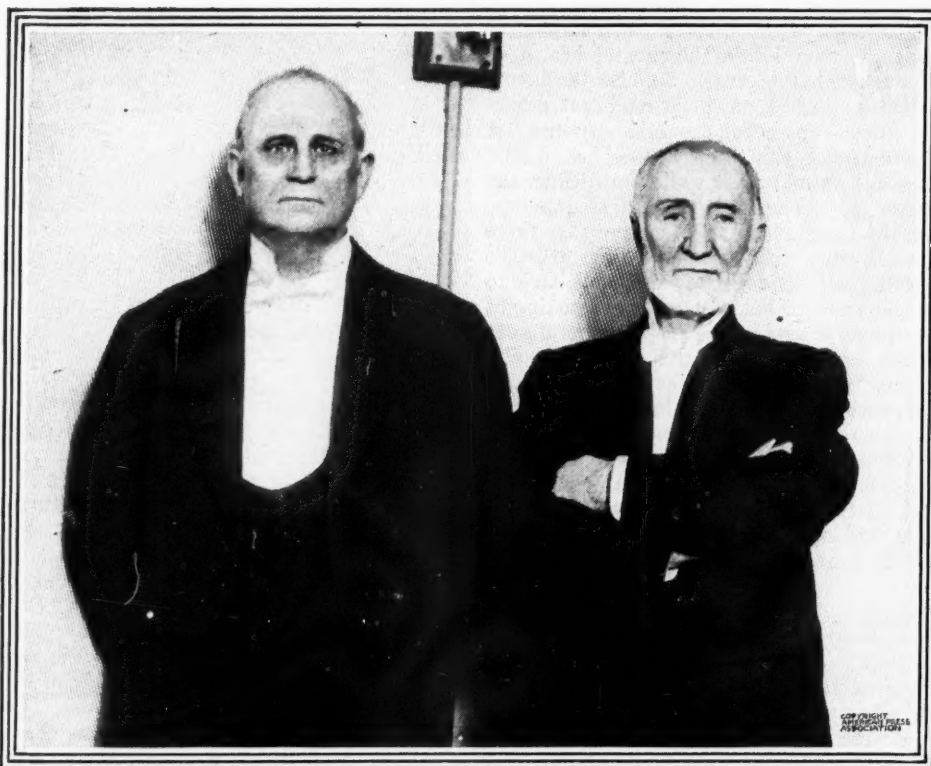
trol of railroads and other great corporations doing an interstate business, and contended strongly that it is to the interest of Wall Street as well as of the whole people "that the federal Government shall itself control the instrumentalities of interstate commerce, which can only be by it effectively regulated."

*Panama and
the
World's Fair*

The article on the Panama Canal published in this number of the REVIEW OF REVIEWS shows convincingly that the completion of that great waterway is now a matter of less than three years' time. Beyond question, if an international exposition is to be held to celebrate the opening of the canal, there is no time to be lost in deciding on the site and beginning work on the buildings and other necessary accompaniments of a world's fair. • San Francisco awaits only the action of Congress to begin this great undertaking. The money is already provided. In commenting, last month, on the voting of \$10,000,000 in bonds by the people of California, a misprint made us say that the citizens of San Francisco had subscribed \$750,000 for the project. The sum actually subscribed was about \$7,500,000 of which \$4,000,000 was raised at a mass-meeting last spring within two hours. The total fund now available for a Pacific coast exposition amounts to \$17,500,000 and the people of California do not ask the federal Government to contribute one cent to the enterprise. Quite apart from the distinctive advantages of San Francisco as an exposition site, the country has been most favorably impressed by the spirit in which the promoters of a Pacific coast exposition have gone about the work of convincing Congress and the Eastern States that a world's fair can and will be provided, by the people of "the Slope," for the celebration of an event which means, perhaps, more to the Pacific coast than to any other part of the Union. It has been shown repeatedly that in enterprises of this kind the West is abundantly able to take care of itself; and the guarantees that are now offered for a successful Panama-Pacific Exposition at San Francisco will go far to persuade the East that the Pacific coast metropolis should be selected as the site.

*New
State
Constitutions*

Conventions in the new States of New Mexico and Arizona have framed constitutions for their respective States. Both documents are unlike the famous Oklahoma constitution in that they are much briefer, but it was not to be expected that two new States of the West,



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THE PROSPECTIVE SPEAKER, AND HIS FRIEND WHO NOW WIELDS THE GAVEL

formulating constitutions at the present time, should steer clear of what, in the conservative East, is denominated radicalism. In New Mexico the initiative was rejected, but a referendum clause was included which enables 25 per cent. of the voters, on petition, to suspend a law within ninety days of a legislative session, and 10 per cent. of the voters, on petition, to submit a law passed by the last legislature to the popular vote at the next election. The Arizona constitution goes much farther. It includes both the initiative and the referendum, and also a provision for the recall of all elective officers, including judges. This last is a distinct innovation, even in the radical West. In New Mexico no distinction is to be made in the franchise, in jury duty, or in qualifications for holding office, other than State and legislative offices, on account of inability to speak English. But in Arizona all voters are required to be able to read the constitution in English, a qualification which, it is said, will deprive a considerable percentage of the State's population of the franchise. Both constitutions will be submitted to the people for ratification.

*Democrats
Looking
Forward*

When Congress assembled early in December there seemed to be more interest in the organization of the Democratic House that would meet a year later than in the business of the present session. The Democrats were determined not to throw away the fruits of their victory through lack of harmony. They were quick to agree that the Hon. Champ Clark, of Missouri, should be the next Speaker, and they were so forehanded as to plan for the selection of at least a considerable part of the Ways and Means Committee of the Sixty-Second Congress, in order to begin work on a tariff bill. Mr. Champ Clark would naturally prefer to manage the House under the established rules—not through lust of personal power but because of the need of an efficient system. It seems now, however, that the Democrats will take the appointment of committees away from the Speaker and try the plan of a Committee on Committees. Mr. Clark has agreed not to oppose this change if his Democratic colleagues prefer it. The Republicans seem now quite generally committed to the plan of a gradual



DARE HE TAKE THE DROP?
From the Journal (Minneapolis)

tariff revision, one schedule at a time; and their acceptance of the idea of a tariff commission is also quite general, although they differ widely as to the details. What the Republicans wish is, to apply the slow processes of a scientific commission and a piecemeal revision to the present Republican high-protective tariff. What the Democrats seem to want is a general overhauling and reduction of the present tariff, to give it a Democratic character in the first instance, with the commission and gradual reduction methods to be applied from a reformed starting point. The trouble with the Democratic plan is that the Payne-Aldrich tariff was made by log-rolling methods for the protection of communities and special interests; and that the numerous localities and enterprises thus benefited have no political complexion. They are just as much Democratic as they are Republican. In short, it is not going to be possible in the future to accomplish much with the tariff on the theory that it is to remain in future as in the past a distinct issue between the Republican and Democratic parties.

The
President's
Yearly Report

The Sixty-first Congress, which is to close its labors on March 4, enacted the Payne-Aldrich tariff in its special session in the spring of 1909, and accomplished a great deal of noteworthy legislation in its long regular session of last year. The appropriation bills must be

passed this year, and they require so much consideration that only a little time can be left for general legislation. President Taft's message, which was a document of unusual length, contained a great number of meritorious proposals; but it was not expected that many of them could be acted upon in the present session. The President's annual message has come to be a broad, comprehensive statement of the Government's activities and policies in all directions, and a disclosure of the varied aims and efforts of the administration. Only a very few newspapers now publish the message in full. This latest State paper of President Taft's is in fact a report to the country that ought to be widely circulated in convenient, permanent form. In clear, open print the document as prepared by the President would make a book of 150 pages. It deals with a great variety of affairs in the most useful and interesting way. The briefest allusion to its statements and suggestions would occupy a good deal of space. In his discussion of foreign affairs, the President presents a hopeful picture of progress in the paths of peace and of judicial settlement of disputes. His review of the activities of our State Department gives prominence to the fact that every country in the world has shown itself entitled to our minimum tariff rates. The prospect of special tariff arrangements with Canada is viewed in a hopeful light, and our new era of international commerce, to begin with the opening of the Panama Canal, seems to the President to require some form of Govern-



STATESMEN SEEING THINGS IN A NEW LIGHT
From the Herald (Washington)



THE ELEPHANT BALKS AND SAYS: "LET THE DONKEY DO IT"

(Mr. Taft would like to carry forward some important legislation, but will be disappointed)
From the *Saturday Globe* (Utica)

ment aid to the growth of an American merchant marine. The President's recent visit to Panama leads to a reassuring statement as to the progress of the canal work, and an explicit demand for authority to defend the canal with suitable fortifications and prepare for its commercial and naval utilization.

Mr. Wickersham's Busy Shop of Justice

It is a picture of great activity that is presented on behalf of the judiciary department. Never before in the history of the country have the law officers been so busy in so many different directions. Mr. Wickersham's vigilance, with the aid of many trained assistants, has ranged from great prosecutions under the Interstate Commerce and Sherman Anti-Trust acts, to the breaking up of "bucket shops" and the terrifying of the scoundrels who are using the mails to sell bogus stocks to small investors. Mr. Taft makes a worthy appeal for the simplifying of legal procedure and the relief of the higher courts from needless appeals. It is to be hoped that Congress will heed his request that the salaries of the higher judges be increased.

Postal Affairs

It is notable that the first of the postal savings banks, under the law passed last year, will have opened their doors on New Year's Day. Only a few post-offices will have the savings-bank

attachment at the beginning; but as soon as the system proves itself to be good, and its details are perfected in practice, it will be rapidly extended. Mr. Taft urges upon Congress the beginnings of a parcels-post system in connection with the rural-free-delivery service. The country has undoubtedly made up its mind in favor of a parcels post, and it ought to be inaugurated—at least experimentally—in the near future. It has long been evident that the Government ought to know at least the extent of the postal business that it carries on under the franking privilege. It is now proposed that all franked letters and other mail matter have a special stamp affixed, so that the Post-Office Department may keep a record of the cost and extent of the service. There are many obvious things of this kind that must be done before the Post-Office can claim to be a business organization.

The Rates on Second Class Matter

It would seem highly unwise to attempt any changes of postal rates with so few facts available as to the relationship of one part of the business to another. For many years second-class matter has been carried by the Government at one cent a pound. Under existing rates the Post-Office would be earning large profits except for the franked matter carried free and the unprofitable free-delivery services. The parcels post will make the rural delivery

self-sustaining. But even with these things as they are, the deficit is very small and with careful administration Mr. Hitchcock will have it all wiped out within six months. A proposal, therefore, arbitrarily to increase the rate on second-class matter would seem ill-advised. When such a proposal was first made by Mr. Taft, the newspapers protested vigorously and the proposition was changed to one that should distinguish between newspapers and periodicals. Mr. Taft proposed to increase the rates on periodicals without increasing those on newspapers. The postal committees of Congress, after careful study, could not recommend such a scheme. This year Mr. Taft changes his proposal entirely and suggests the possibility of weighing separately the advertising pages of magazines, leaving their reading matter to be circulated in the mails at one cent a pound while charging a higher rate for the advertising part. It is only fair to say Mr. Taft does not claim to have studied this subject, and he makes the suggestion to Congress as involving facts that are worthy of study by the Postal Committees. The truth is that from the business standpoint the Post-Office could ill-afford to discriminate against magazine advertising. No other one thing causes so many letters to be sent through the mails as the business publicity that makes use of general advertising. There are no facts in existence that would justify the placing of a higher postal rate on other periodicals than the rate that is paid by newspapers. Nor has any one as yet given us a definition by which to distinguish between the newspapers and the other periodicals. This REVIEW is in so-called "magazine" form; yet it claims to be a newspaper in the strictest sense of the word.

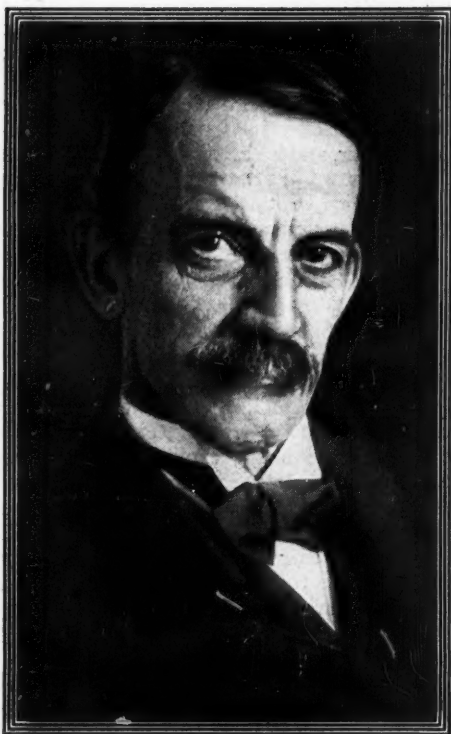
*Our
National
Defenses*

The notable administrative work of Secretary Meyer, of the Navy Department, is strongly supported in the President's message. Mr. Meyer has had a difficult task in reorganizing the bureaus of his department and he has the boldness to demand the abolition of some of our useless navy yards. He would greatly strengthen our naval base at Guantanamo, on the coast of Cuba, which commands the Caribbean Sea and the entrance to the Panama Canal. Mr. Taft is eminently right in asking Congress to give some very special recognition to the achievement of Commander Peary in reaching the North Pole. There is nothing alarmist in the President's message as respects the army and the national defenses. The simple fact is that from the

theoretical military standpoint this country is never in a defensible condition. Our coast defenses are not complete and we have not nearly enough men to handle the artillery. Our regular army is widely scattered, our militia is not effective for purposes of an immediate war, and we are, to sum it up, not one of the great military powers. The Secretary of War, Judge Dickinson, said all these things, without apology and with great clearness, in a letter transmitted to Congress last month replying to an inquiry that had been made for information as to our defenses. This reply by the Secretary was presumably prepared with the aid of General Wood and the army staff. It was at first distributed to the newspapers for publication, but afterwards recalled. It was a true statement, but, as Mr. Taft subsequently explained in a speech before the American Society for the Judicial Settlement of International Disputes, there is no cause for fright. Our relations with all countries are entirely friendly. Some things it is desirable to do for better defense, and these are clearly pointed out.

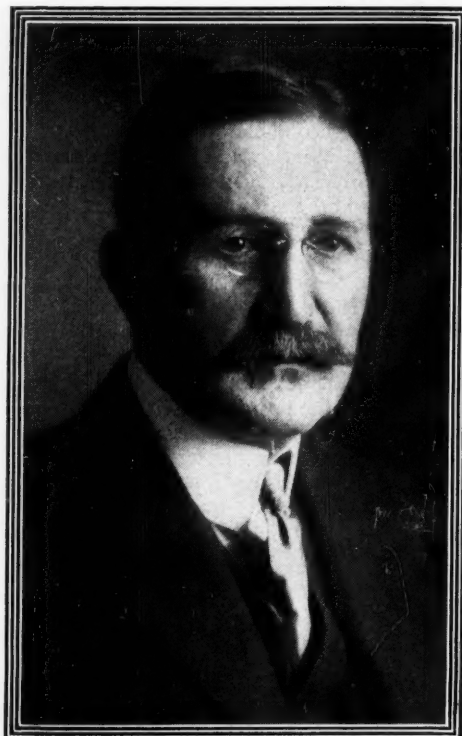
*Electing
Our
Senators*

At last, after many years of suppression in committee pigeon-holes, the proposal to amend the Constitution in such a way as to allow voters to elect United States Senators will be reported favorably to the Senate itself. The people of this country are in favor of electing their Senators. They have been trying in all sorts of ways to get around the constitutional difficulty. In a number of States we are now to witness Senatorial deadlocks where the matter ought to have been determined at the polls in November. Governor-elect Woodrow Wilson, as the people's chosen leader, has been trying to prevent the election of James Smith, Jr., to succeed Senator Kean. The voters should have had a chance to save their Governor-elect from all this bother. In the State of New York, it is a question of bringing Tammany around to consent to the election of the Hon. Edward M. Shepard to succeed Senator Depew. If it were left to the voters of the State, regardless of party, to say whether they would rather have Mr. Shepard or Mr. Sheehan they would elect Mr. Shepard by 3 to 1. But Mr. Murphy, boss of Tammany Hall, controls the majority of Democratic votes in the Legislature. A committee of the United States Senate has just now decided that it finds no improprieties in connection with the election of Senator Lorimer, of Illinois. But if the people of that State were to pass upon the



Photographs by Brown Bros., N. Y.

EDWARD M. SHEPARD



WILLIAM F. SHEEHAN

LEADING CANDIDATES FOR SENATOR DEPEW'S SEAT

question, Mr. Lorimer would have no more chance to be elected Senator than to be chosen as President Taft's successor. Very few suggested constitutional changes are clearly demanded by public sentiment; but the election of United States Senators by the people is thus demanded. Nearly all of the State offices now elective ought to become appointive, but the Senators should be elected by the whole State, as are the Governors.

The Ballinger Report and Our "Resources" All of the Republican members of the joint committee of the two Houses of Congress which investigated the so-called "Ballinger-Pinchot controversy" have made a sweeping report fully exonerating Mr. Ballinger, Secretary of the Interior. This, however, does not include Mr. Madison, the Kansas insurgent, who has all along been associated with the minority members of the committee. One great good has come from this painful and protracted disagreement. It has amazingly clarified the views of public men at Washington, and of the country, upon a series of highly critical questions. Hence-

forth the Government's coal lands, including those of Alaska, are to be leased on a careful plan rather than given away for private exploitation. Oil lands and mineral lands of certain kinds are to be treated in the same way. The forest problem is intelligently grasped as never before. Mr. Ballinger today holds more advanced ground on all these matters than Messrs. Pinchot and Garfield had been able to reach three or four years ago. President Taft's recommendations are progressive, convincing, and lucid. They follow up with legal precision the great policies that Mr. Roosevelt boldly initiated but could not at first reduce to exact forms. However painfully or unjustly personal reputations may have been assailed, the great cause of national conservation has been the gainer by the dispute of the past two years. The recommendations as to specific policies presented in the majority report, like those contained in the President's message, are gratifying in a high degree. It would be useless to continue the newspaper phases of the controversy. The Cunningham claims, and similar matters, should go to the Courts.

*Population
Growth*

The announcement of the final census figures of population, early in December, caused little surprise, since the total increase for the past decade had been computed quite closely from the partial announcements made from time to time during the summer and fall. It may be said with truth that the American flag now floats over one hundred millions of people, since the total population, including Alaska and all our island possessions, is 101,100,000. We have a "continental" population, exclusive of Alaska, of 91,972,266. This represents an increase, during the past ten years, of nearly 16,000,000, or about 21 per cent. The rate of growth has not declined during the decade, although if it be compared with the rates for previous census periods, it will be found relatively small. It was greater, however, than was anticipated by the experts. The largest percentages of increase are to be found in the figures for the far Western States. California, for example, makes a showing of 60 per cent. Oregon of 62.7, and Washington of 120.4 per cent. Some of the smaller Western States made records almost as high. East of the Rocky Mountains the greatest increase was recorded for Oklahoma—109.7 per cent,—while North Dakota reached a percentage of 80.8 and Montana of 54.5 per cent.

*City
and
Country*

Among the Eastern States, those which had a rapid urban development enhanced by the growth of manufacturing interests make the best showing, while those States of the Middle West which have few cities are the States where the population has remained more nearly stationary. In the great farming State of Iowa there was even a loss of 7 per cent. during the ten years. In connection with the announcement of city populations a few months ago, we called our readers' attention to the rapid growth of population in certain of the manufacturing centers along the Great Lakes. This rate of progress was not shared, it appears, by the rural districts of the States in which these manufacturing towns are located. In most of the Middle Western States the rate was lower than on the Pacific slope, or even in the manufacturing States of the East. It is not to be inferred from these population figures that any of these Middle Western States are declining in what goes to make real prosperity. Farm lands are more valuable in Iowa to-day than ever before, and the same thing is true of Illinois and the other States of the Mis-



HON. JAMES SMITH, JR.
(Candidate for the Senate in New Jersey)

issippi Valley. In fact, the agricultural statistics gathered by the Census Bureau show an extraordinary increase in the value of farm property throughout the Middle West, and it is believed that when the statistics are compiled a like increase in the farmer's income will be indicated.

*Mr. Carnegie
and World
Peace*

The furtherance of universal peace has been a veritable passion with Mr. Andrew Carnegie for many years. It is, therefore, not surprising that he has crowned his work in this great field of human betterment by the monumental gift, announced last month, of \$10,000,000 for the promotion of international harmony. Mr. Carnegie dedicates the income of this amount, half a million a year, to such objects as, in the judgment of the trustees, shall best "work toward the speedy abolition of war between the so-called civilized nations." The gift is made in the form of a deed of trust which authorizes the trustees to incorporate. President Taft has been selected as Honorary President of the organization, and Senator Root elected temporary chairman of the Board of Trustees. In addition to Mr. Root

the best-known of the twenty-seven men who have been named to administer this world task are President Nicholas Murray Butler of Columbia University; Hon. Joseph H. Choate, ex-Ambassador to England; Hon. John W. Foster, ex-Secretary of State; Mr. George W. Perkins, who has made notable contributions to the cause of peace between capital and labor; Hon. Andrew D. White; Hon. Charlemagne Tower, ex-Ambassador to Russia; Hon. Oscar Straus, Ambassador to Constantinople; Dr. Eliot, formerly President of Harvard, and Mr. John Sharp Williams, Senator-elect from Mississippi.

What It
May
Accomplish

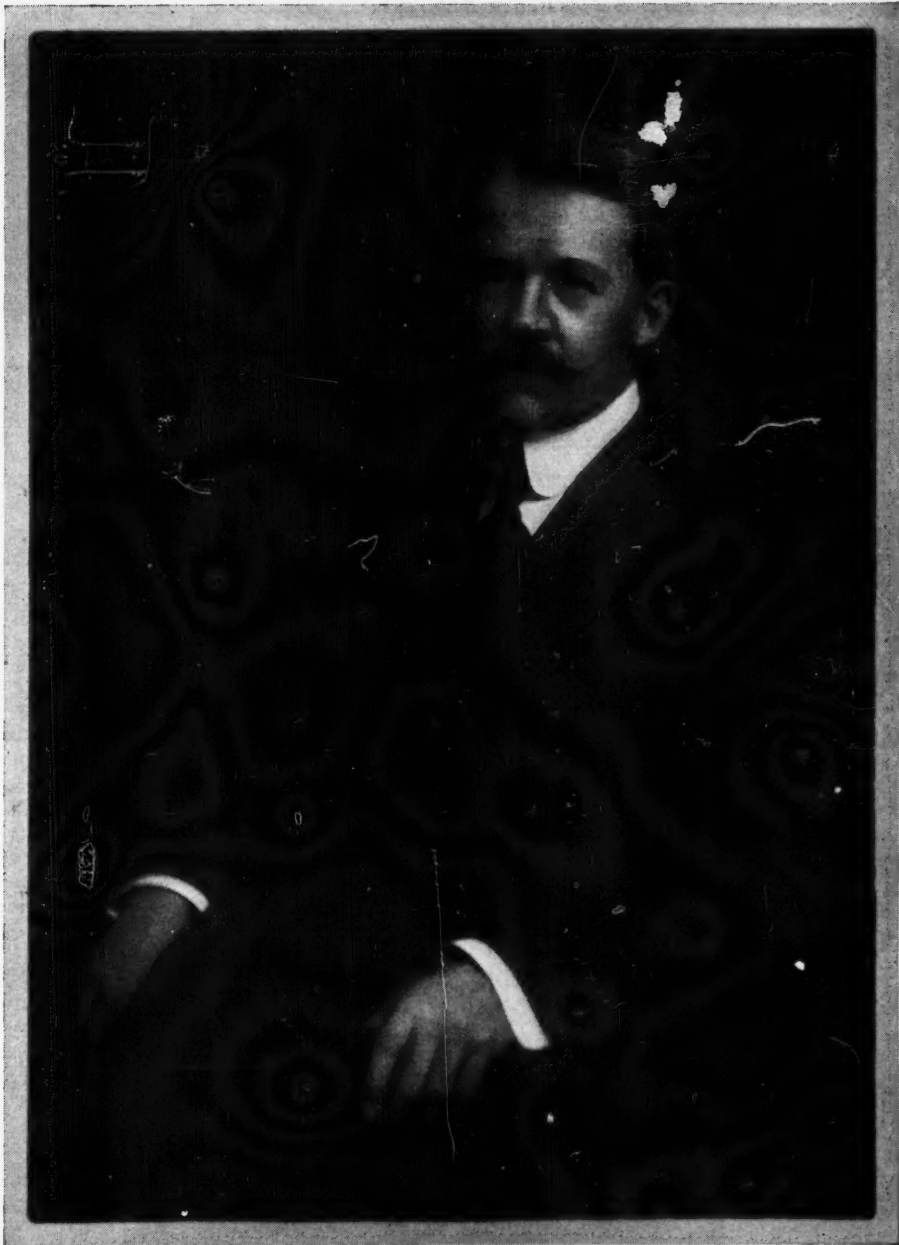
Mr. Carnegie does not lay down any definite lines of action, but expresses fullest confidence in the trustees, to whom the widest discretion is given. Among the suggestions of the members of the board as to the best way to proceed to carry out Mr. Carnegie's ideas are: (1) A scientific study of the cost of war, showing its effect upon business and society; (2) a codification of international law; (3) the formation of an arbitral court of justice at The Hague from which there will be no appeal, and the scientific study of "those uneasy spots underlying international relations all over the world that make war a possibility." Mr. Carnegie's achievements in furthering international peace are many. He is now President of the New York Peace Society, Treasurer of the Inter-Parliamentary Union; member of the International Conciliation Society, the International Law Society and the American Society for the Judicial Settlement of International Disputes. He has already given \$1,750,000 for a Palace of Peace to be erected at The Hague and \$750,000 toward the meeting place of the Bureau of the Pan-American Union completed last year in Washington. Some years ago he gave the Peace Palace at Cartago, Costa Rica, where the Central American nations might meet and reason together. It will be interesting to note, in passing, the fact that the Nobel Peace Prize for 1910 has been bestowed not upon an individual, but upon an institution, the *Bureau International de la Paix* (the International Peace Bureau) at Berne, Switzerland. This institution, founded in 1891, is the clearing house for the principal pacific organizations of the world. It is directed by a commission of thirty-five members from all nations, and aims to supply any interested association or individual in any country with printed information relative to all efforts toward world harmony.

A Public-
Minded
Citizen

The appointment of Mr. George W. Perkins as one of the trustees of Mr. Carnegie's new peace fund coincides in point of time with two or three other matters which have caused Mr. Perkins' name to appear in the newspapers. One of these was the endorsement by the voters of the State of New York of the proposal submitted to them at the last election to authorize a bond issue of \$2,500,000, for the sake of carrying out the great park scheme made possible by certain private gifts. Mr. Perkins, far more than any one else, had been instrumental in securing Mrs. Harriman's noble gift of many thousands of acres of park lands, together with several million dollars from other private donors to connect the Harriman lands with the northward extensions of the Palisades Park. A number of years ago, when everybody wished to preserve the Hudson Palisades from destruction at the hands of quarrymen, but could invent no way to bring the thing to pass, it was Mr. Perkins who found the way, secured the coöperation of the States of New York and New Jersey, and brought under the control of the Palisades Park Commission the western shore of the Hudson River for many miles. Mr. Perkins from the beginning has been the president of this commission, which has made a model record.

His Retirement
from
Wall Street

He announced last month that on January 1 he would retire from the banking firm of J. P. Morgan & Co. in order to have more time to give to public service. As chairman of the finance committee of the United States Steel Corporation, Mr. Perkins some years ago put into effect a system under which employees of the company may advantageously buy shares of stock; and in other companies with which he is connected Mr. Perkins has also introduced the principle of profit-sharing. He wishes to do still more in future to promote plans that may help to harmonize the relations of capital and labor. It is not perhaps very widely known how active a part Mr. Perkins played in the establishment of the new government Department of Commerce and Labor, and the creation of the Bureau of Corporations. No other man in this country has done so much as Mr. Perkins to secure a change in corporation methods from secrecy to publicity. Nor has any other man done so much as he to bring business men into the state of mind that has prepared them for the federal incorporation of great industrial and transportation com-



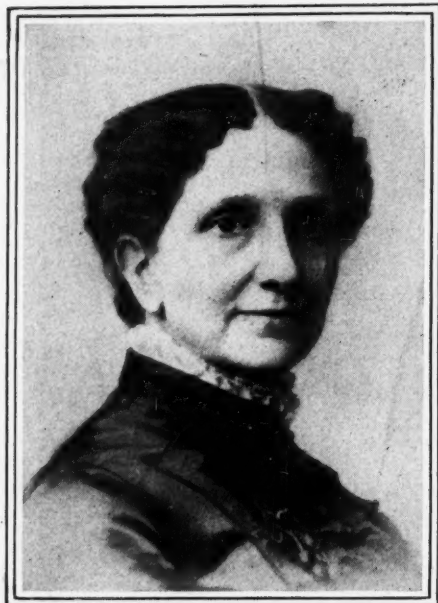
MR. GEORGE W. PERKINS, OF NEW YORK

panies. He is setting an example that might well be followed in their respective communities by many other successful, public-spirited business men. He is quoted in an interview as having said:

I have long felt that it is not wise to leave all our public affairs to politicians, and that business men of sufficient leisure and means should for patriotic reasons, if for no other, give their attention to great public problems, and I intend in

future to give much more time than I have to the solution of them, especially to the reconciliation between capital and labor.

Many of our best qualified young men are taking a commendably active part in politics. What we particularly need is that men approaching middle life should in this country, as in Europe, lessen their business cares and give more of their thought and energy to the social and general welfare of the community.

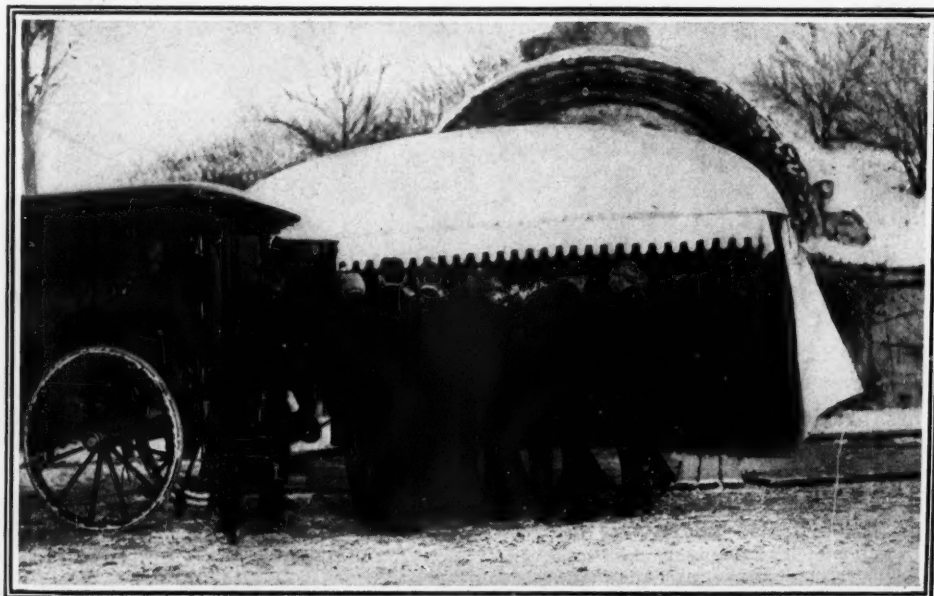


MRS. MARY BAKER G. EDDY
(The only authorized portrait)

*The Founder
of Christian
Science*

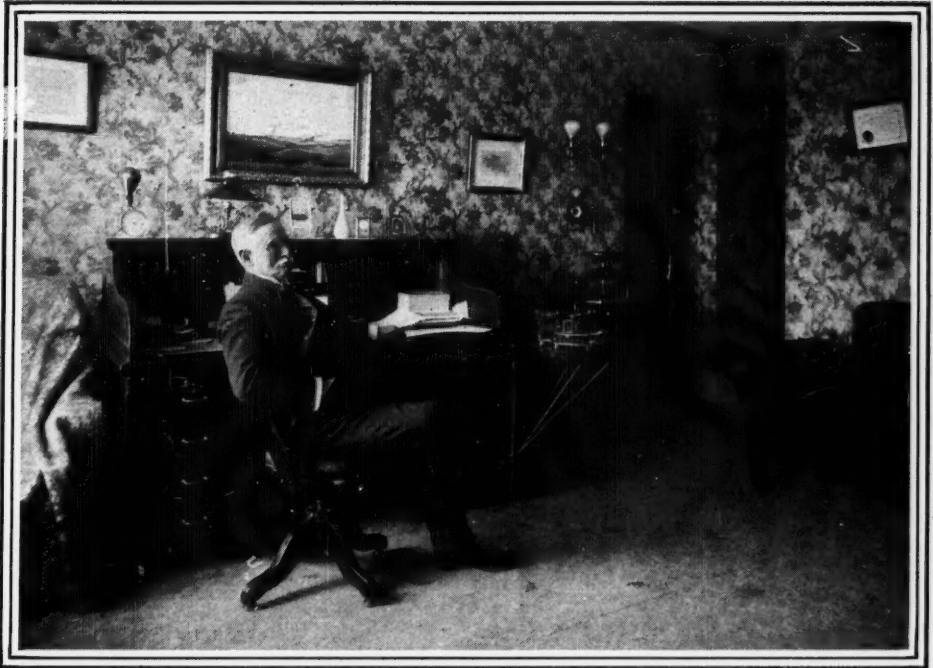
The death at Boston, on December 4, of Mrs. Mary Baker G. Eddy, in her ninetieth year, brought an earthly end to a remarkable career. Of no other American woman can it be said that her adherents were numbered by hun-

dreds of thousands, who were as loyal at the moment of her death as they had been at any period of her life. Mrs. Eddy was known as the founder of Christian Science, a religious cult which had made great headway in this country in a time when it had come to be thought that only the well-tried faiths could appeal to thinking men and women. To the confusion of the wise, Christian Science made thousands of converts in the ranks of the Christian churches. It made eager propagandists of some of the most earnest and devoted leaders of those churches. Unquestionably the practice of its teachings helped to make many sick people well and brought to many well people a new gospel of hope. Under Mrs. Eddy's leadership, these people were gathered in prosperous and enthusiastic churches throughout the country. It is not to be supposed that Mrs. Eddy's death will cause these organizations to dwindle and decline, even though the growth in coming years should be less rapid than in the founder's lifetime. Some means will be found to continue the propagation of the faith, and just at this moment the country is keenly interested in the men who are managing the temporal affairs of the church during this critical period. The portraits of some of them appear on the opposite page. The first group of believers in Christian Science, known as Mrs. Eddy's "students," was formed thirty-five years ago. The number of communicants at the



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CARRYING MRS. EDDY'S BODY TO THE TOMB



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CALVIN A. FRYE, FOR MANY YEARS MRS. EDDY'S PERSONAL REPRESENTATIVE

present time is in dispute. Two years ago the organizations were then in existence. Some "Mother Church" reported 45,000 members, estimates have placed the total number of and it was stated that about 1000 other church adherents at 300,000 and others even higher.



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SOME DIRECTORS AND LEADERS OF THE "MOTHER CHURCH OF CHRIST, SCIENTIST"

(From left to right: Gen. Henry M. Baker, William Rathvon, Irving Tomlinson, Archibald McLellan, Calvin A. Frye, Clifford Smith, Adam H. Dickey)



THE UNREST IN EUROPE, AS SEEN BY AN AMERICAN ARTIST

(Reproduced from the cartoon by Balfour-Ker in the *Sphere*, London)

*A Restless
World in
1910*

Signs of restlessness and change indicating the instability of many of the world's long-established political and social institutions have marked human progress during the year just closed. There have been none of the more violent political overturns. Even the revolution in Portugal was a comparatively quiet and bloodless affair. The changes and tendencies begun in 1910, however, as well as the quieter achievements of peace and fraternity among nations, promise to be as far-reaching in their effects as some of the more spectacular and dramatic upheavals of other years. Arbitration has scored more than one memorable triumph. And yet, in the main, as we have already remarked, unrest has characterized the year's progress. The cartoon at the head of this page graphically illustrates this tendency.

*Unrest
in
Latin-America*

We have long been accustomed to insurrections in Latin-America, so often and so inadequately termed revolutions. The year 1910 had its quota of these outbreaks. Some of them, however, have really settled some disputed things. Arbitration awards growing out of differ-

ences of opinion approaching the stage of actual war between Peru, Chile, Ecuador and Colombia have gone far toward fixing permanent boundary lines in southern and western South America. A mutiny, begun late in November, among the seamen on several Brazilian warships in the harbor of Rio de Janeiro, called the attention of the world to the backward condition of management in the Brazilian navy, and resulted in acknowledgment by the government of the necessity for certain reforms. During the early days of the year just closed, Brazil went through the throes of an unusually exciting presidential campaign. There was much bitterness and some bloodshed. It finally took a Commission of Inquiry to determine who was elected, Marshal Hermes da Fonseca or his rival, Dr. Ruy Barbosa. In our issue for October we printed a graphic account of "real presidential politics" in Brazil, with some description of the character and career of Marshal Fonseca, the President-elect. After a tour of Europe, during which, from the steps of the palace in Lisbon, he witnessed the Portuguese revolution, Marshal Fonseca returned to his native country, and was duly

inaugurated on November 15. Almost all the South American nations, and also Mexico, celebrated the centenary of their independence last year.

*Conferring
over
Difficulties*

The fourth Pan-American conference held at Buenos Aires in June and July was a dignified international event of world importance, and could not fail to make for common understanding among the peoples of the American continents. We hope, at an early date, to present to our readers an article by one of the American delegates to the conference showing the spirit that animated the representatives there gathered, and giving American readers some idea of the marvelous intellectual, artistic and material advance which has been made during recent years by the people of the Latin-American countries. The decision of the Arbitration Court at The Hague in the famous Orinoco case, rendered in October last, established an important principle in international arbitration for which the United States has long been contending. It annulled the award of the umpire made some years ago, and declared that the amount of damages granted the American claimants against Venezuela was too small. It is not the victory for the American contention that is noteworthy; it is the assertion of the right, on the part of the tribunal at The Hague, to review protested decisions. This august board of arbitration at the Dutch capital is becoming more and more a real world court.

*Panama
and Cen-
tral America*

At the very threshold of the North American continent, where Uncle Sam is approaching the last stages of the work on his vast enterprise of digging the Panama Canal, the little Republic of Panama has had an exciting election. The campaign was somewhat embittered by the insistent reports that the United States contemplated interference in case the President chosen was not acceptable to the State Department at Washington. Our friends in Panama were reassured, however, by the repudiation of any such intention on the part of our government, and Dr. Pablo Arosemena was elected First Vice President, succeeding, last month, to the full title of President upon the death of Dr. Obaldia. There has been civil war in Nicaragua for more than two years. The long-drawn-out struggle between the adherents of Dr. Madriz, officially elected to succeed the deposed Zelaya, and General Estrada; Secretary Knox's vigorous denunciation of Zelaya's part in the execution of Cannon

and Groce; the eventual triumph of General Estrada and his election to the Presidency; and the breaking out anew of civil war, during the past few weeks, in the distracted Central American republic—all these are matters of the history of a twelvemonth. An agreement was made in the late summer between Thomas C. Dawson, special American commissioner, and the Nicaraguan cabinet, to the effect that General Estrada, who on the first day of the present month becomes constitutional head of the republic, is to be maintained in the Presidency for at least two years so that he may have a chance to bring about promised reforms, notably the abolition of the corrupt concession system. This permitted the maintenance of monopolies in the necessities of life and was the real cause of the revolution. In July, 1912, there will be another popular election for President.

*The
Insurrection
in Mexico*

Mexico has been celebrating her Centennial during the year just past. The festivities at the capital city in commemoration of the anniversary of Mexican independence and the eightieth birthday of President Diaz made an event of world interest. Soon after the visitors had departed, however, from the capital there broke out at various points of the republic a number of riots and armed protests against what the enemies of Diaz have called the despotism of the Mexican Czar. A series of insurrectionary movements followed, last month, upon the demonstration against Americans at various points throughout Mexico. We have already pointed out in these pages that there never was any real danger of serious trouble between the United States and Mexico over the lynching, in Texas, of a Mexican who had shot and killed an American woman. The proper legal proceedings are now being taken for the trial and conviction of the lynchers, and the feeling between Mexico City and Washington is, as it always has been, of the most cordial and friendly kind. The occasion, however, has been used by the many enemies of the Diaz régime to precipitate an insurrection which rapidly assumed the proportions of civil war. Revolutionary leaders, prominent among them being Dr. Francisco Madero, organized armies of formidable strength, particularly in the northern states of Chihuahua and Coahuila. A number of pitched battles took place in those states in the middle of last month, resulting, in the main, in victories for the government forces. The severe repressive measures, however, of the adminis-

tration served only to arouse more general opposition. It is regrettable that these disturbances should have taken place so soon after the formal inauguration, on December 1, of General Diaz as President for the eighth consecutive term.

*Mexican
Progress Slow
but Sure*

It is probable that popular uprisings in Mexico are more frequently due to local mismanagement than to actual complaints against the central government. It was reported, late last month, that a delegation of the best known public men of the nation had called upon President Diaz and reminded him of this fact. They further advised him, in the interest of humanity and for the fame of his last years, to concede the just claims made by the disaffected. There is an increasing demand among Mexicans of all classes for more power in the Congress; a really independent judiciary; popular education; the breaking up of the present system of large land holdings and a general observance of constitutional rights which in Mexico are



MR. REDMOND AS DOLLARVER CROMWELL

(In sarcastic allusion to the fact that the Irish leader collected a large sum of money on his recent tour in the United States)
From the *Evening News* (London)

as liberal as anywhere. The part of the United States is clear. Duty to ourselves and to our neighbors both imperatively demand that this country shall not foster or tolerate hostile movements within its borders. Texas must not be made a base of operations nor even a plotting-ground against Mexico. Considerations of self-interest as well as of altruism impel us to encourage and support the Mexican government in its work of suppressing lawlessness, of satisfying the demands of the progressive element among its people, and of cultivating stability at home and friendship abroad.

*An Apathetic
Election
In England*

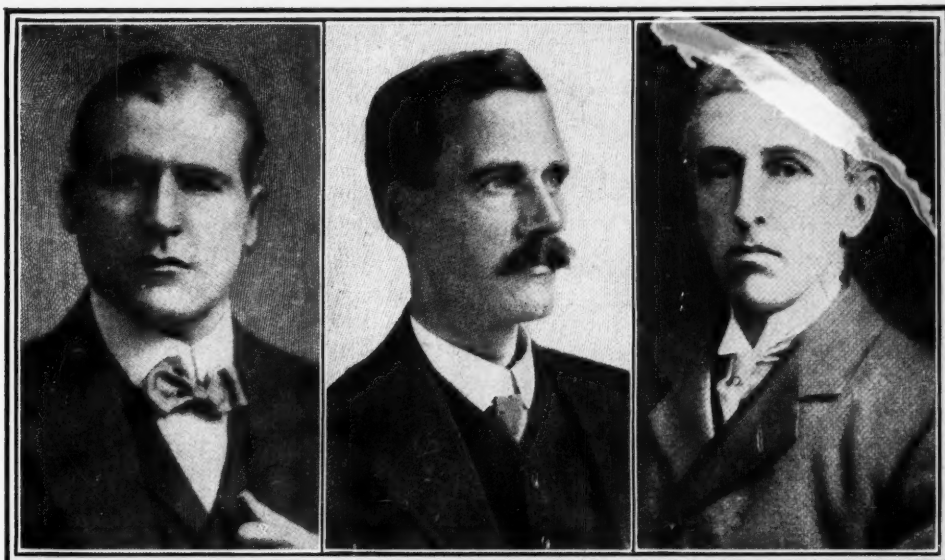
After the general elections of last January, a prominent English Liberal leader remarked that his party was disappointed as to the present and uncertain as to the future. His views found echo in the speeches and printed utterances of the Unionists. We quoted this opinion at the time. So little change has been accomplished by the pollings just held that our summing up of the results a year ago fits the present situation exactly. We said in this REVIEW for March last:

The only political camp in Great Britain in which there is any degree of elation over the results of the general election, is that of the Irish Nationalists. The Liberal Ministry, in appealing to the country, asked and hoped for a popular verdict which would return them to power with a good working majority. The figures of the final count, however, give them but one vote more than their Unionist opponents, and make them absolutely dependent for the enactment of their extensive program into law upon the Labor members and the Nationalists. These two groups, it is true, almost always vote the Liberal way, or, to put it in other words, never vote with the Conservatives. Mr. Asquith, however, will have to satisfy these gentlemen in every case before the Liberal program can be carried to victory.

These words fit the present situation almost exactly. One thing only is certain. The voters of the British Isles hold just about the same opinions as they did a year ago on the general political situation.

*The
Ten-Months
Parliament*

King George's first Parliament, which had a life of only ten months, the shortest since Mr. Gladstone's Home Rule Parliament twenty-five years ago, was dissolved on November 28. The writs of election were issued immediately, and on December 3 the first pollings in the general election took place. The last seats were balloted for on December 19. The total vote shows: Liberals, 271, Laborites,



J. PERCEVAL HUGHES
"Chief Agent" of the Unionists

J. A. PETER
"Chief Agent" of the Laborites

SIR ROBERT A. HUDSON
"Chief Agent" of the Liberals

THE POLITICAL PARTY MANAGERS IN GREAT BRITAIN

(These "agents," corresponding to the chairmen of campaign committees in the United States, have been directing the political campaign in England just closed. Note the fact that a peer directed the Liberals)

43, Nationalists, 73, Independent Nationalists (O'Brienites) 11, making a total of 398 in the governmental coalition, against 272 of the Unionists. Speaking of the general campaign in our pages last month, we remarked, "It is a question whether British politics were ever more confused or doubtful than at the present time." This uncertainty is even more a mark of the after election feelings of both parties. There probably never was a British general election at which every citizen—or virtually every one—voted exactly as he had done at the preceding election, which was itself not at all decisive. Mr. Asquith returns to power with the same majority—126—in the Commons. This is not a decisive expression of popular opinion. It may be taken, however, as an endorsement of the course pursued by the premier during the past session.

*Asquith's
Difficult
Problem*

It is understood that the new Parliament will be summoned to meet the first week in next month. Then the Premier will be faced with the problem of how to interpret his return to power. His majority is not sufficient to be construed as a decisive popular mandate to adopt a very radical course with the Lords. On the other hand, the appeal to the country was direct—as direct as is possible in

British politics—on the question of limiting the veto power of the Upper House. The fact, therefore, that the electors have returned the Liberals, even by an unaltered majority, will, in all probability, be taken by Mr. Asquith to justify him in pushing the government's anti-veto resolutions.

*What
May Be
Expected*

The government coalition, Liberals, Laborites and Nationalists alike, are all equally desirous of abolishing the veto power of the Peers, and they may be expected to work together for that object. It was evident, all through the days of voting, that reform of the Upper House and Home Rule for Ireland were the main issues. Mr. Arthur Balfour admitted, in a speech in London on November 29, that the question of tariff reform should properly be referred to the popular vote, even in the event of a Unionist triumph at the polls. This declaration by the Opposition leader, removed the tariff issue from the campaign. Chancellor Lloyd-George has publicly proclaimed that the carrying of the resolution against the veto power of the Lords would be only the beginning of the Liberal program. The British constitution, he insists, will be "reformed in such a way that the last vestige of inequality between the two parties will be removed." The Peers will undoubtedly pass



TWO OF THE ELECTION POSTERS USED IN LONDON IN THE RECENT CAMPAIGN

(The first shows a Liberal view of the Lords, the second the Unionist idea of Mr. Redmond's strategic position in Parliament)

the veto bill. The King could not find another Minister if he dismissed Mr. Asquith, and as the Premier will remain only on condition that the Lords pass the veto bill, the King will compel them to pass it. The net result of the whole campaign will be that the Peers will now have legislative authorization for rejecting Liberal bills twice, subject to the caution that they will have to pass them when they are presented a third time. This will probably make compromise the order of the day, instead of collision, which is a very desirable thing. Moreover, as we noted last month, Lord Rosebery's resolutions embodying the renunciation of the hereditary right to sit among the Peers have already been adopted by the Lords themselves. When the Upper House is no longer able to prevent progressive legislation, the Commons will probably give a certain measure of Home Rule to Ireland, abolish plural voting, pass a Scotch land bill and put through a number of other measures popular with the people that have long been held up by the Lords.

Home Rule in Sight Mr. Redmond's triumph is measurably within sight. His ideas as to what Home Rule means and should give to Ireland, he himself sets forth very clearly in a magazine article, the

substance of which we give on another page this month. Once having passed the Parliament at London, Home Rule will still have to face the grave problem of dissensions among the Irish themselves. The rapid increase in the number of the supporters of Mr. William O'Brien, who oppose the Redmond, Nationalistic idea, the protest of the North against the granting of Home Rule and the vehement announcement, made public last month by a number of "Political Associations of Ulster Protestants," that they would refuse to pay taxes levied by any Home Rule Parliament—these are signs that cause apprehension to all true friends of Irish progress. Mr. Redmond and the other Nationalist leaders have always known of the fear of the Protestants that local autonomy at Dublin would be the occasion for Catholic discrimination against the North. These Nationalist leaders, however, assert that they will not accept Home Rule at the hands of the Imperial Parliament unless their Protestant friends are adequately protected. Moreover, Premier Asquith, Sir Edward Grey and Secretary of War Haldane, the real leaders of the Cabinet, have all repeatedly said in public that any Parliament set up in Ireland must be subordinate to the Imperial Parliament at London, which

would not permit the legislators at Dublin to enact into legislation any measure involving religious discrimination.

*Latin
Restless-
ness*

The life of the Latin peoples of Europe during the year just closed has been disturbed by political and economic disorders that have indicated a ferment among the people and impending social changes of vast extent. Italy has been engaged in solving economic problems and in the ever progressing, sometimes bitterly waged, conflict for the complete separation of Church and State. Dissatisfied with the old social order which still obtains in the constitution of the Senate, the Italians, as we point out in an article on another page this month, have already begun a campaign for the drastic reform of their Upper House. The proposed change will make it a truly democratic institution. Economic upheavals in France, Spain, and Portugal have, during recent months, called for statesmanship of a high order. This, fortunately for these Latin peoples, has not been lacking. The French Premier, M. Briand, in his suppression of the various attempts at a "general strike," has shown what can be done by a strong, far-sighted statesman acting as an agent of law and order.

*Spain's
Pressing
Problems*

In Spain, the courageous and able Premier, Señor Canalejas, has been conducting a long campaign for the modernization of his country, in which he has had for his enemies not only the unprogressive, clerical element, but many of the anarchist and so-called republican leaders. We have presented at length and in detail in several numbers of this REVIEW, notably in September, the conflict between the Spanish Government and the Vatican authorities over the question of the religious orders and the revision of the concordat. As we write these lines, the Spanish Premier is skillfully piloting through the Cortes the measure known as the "Padlock Bill," which forbids the entrance of other religious orders into Spain until an agreement shall be arrived at concerning the concordat. Many of the Spanish bishops, be it said to their credit, have come out publicly in support of the Premier in his endeavor to settle this vexed question fairly to both sides. During the course of the agitation there has been much disorder throughout the peninsula, many strikes and riots and constant rumors of the overthrow of the monarchy and the establishment of a republic. Thanks to the strong, intelligent action of the Premier, Spain's

most serious foreign problem has been simplified. Patient but firm negotiations with the Sultan of Morocco have at last resulted in the settlement of Spain's claims against the Moors of many years' standing by the payment of an adequate indemnity. A Moroccan "mission," headed by one of the most eminent of the Moorish Sultan's advisors, arrived in Madrid late in November and signed the convention which established a complete understanding as to Spain's position in North Africa.

*The Por-
tuguese
Republic*

The short, comparatively bloodless, businesslike revolution in Portugal, which took place during the first few days of October last, was one of the important historic events of the present century. Whether or not the new government at Lisbon, under the leadership of the modest author-philosopher, President Braga, will justify its existence by establishing a permanent order that shall be better than the old, remains to be seen. The first few weeks of its existence have served to inspire a degree of confidence in the rest of the world. The modern tendency among the Latin peoples is apparently to whittle away central authority of every kind. It would seem to the keen and candid observer that the Latin nations which are still ruled by kings—Spain and Italy—are within measurable distance of republicanism, and of all those social and political institutions which republicanism in those countries entails.



AUSTRIA IS BEGINNING TO STAGGER UNDER THE
WEIGHT OF HER NAVAL BUDGET
From *Muskele* (Vienna)



THE NEW PROTECTOR OF ISLAM

(England and France discover that, after all, the man in the moon [the Turkish Crescent], is really the German Kaiser)
From *Jugend* (Munich)

**Militarism
in Central
Europe** Central Europe has seen some shifts and changes in the alignment and realignment of alliances and in the internal problems of the various nations, from the Baltic to the Bosphorus, that may have far-reaching consequences. Germany and Austria-Hungary have become so closely allied as to be virtually, for all military purposes, one and indivisible. Austria continues to build her *Dreadnoughts*, and they become part of the defensive and offensive force of which Germany is the leader. The imperial census now being taken shows a rate of increase in population which would indicate that there are more than 65,000,000 Germans. These figures would place the empire fourth in the list of world powers—as measured by the number of inhabitants. The opinion and wishes of the Berlin government are appar-

ently becoming more and more weighty and influential in the councils of the nations. Teutonic preponderance is seen in international politics from Morocco to Peking. So powerful is the combined offensive and defensive weight that can be directed from Berlin and Vienna that, during the past year, Turkey and Rumania have been attracted to the mass and have virtually declared their adhesion to the Triple Alliance. Russia has apparently acquiesced in the hegemony of the German Kaiser. During the past year, St. Petersburg has sacrificed M. Isvolsky, who opposed German designs in the Balkans two years ago, as the French sacrificed M. Delcassé, some years before when he stood out against Berlin in the Moroccan affair.

**Domestic
Problems of
Germany** The Kaiser has had his home troubles, it is true. The Prussians have given vent to loud and continued disapproval of the franchise inequalities that keep them from full manhood suffrage. There has been an ominous increase in the Socialist vote, a good deal of murmuring against the tariff which keeps out American meat, and unstinted popular disapproval of the policies of the Imperial Chancellor, Dr. von Bethmann-Hollweg. There have also been serious strikes in Germany, and at one time there seemed to be a grave difference between the German Foreign Office and our own State Department concerning the potash industry, which has been virtually taken over by the German Government. Furthermore, the German people have not been slow in expressing their resentment at the divine right, anti-Parliamentary speech which the impetuous Kaiser made last summer at Königsberg. All these happenings have been duly chronicled month by month in these pages.

**Austria
and
Turkey** As far as the outside world is concerned, the year has been a quiet one for Austria-Hungary. The empire of Francis Joseph has figured in the news chiefly when a new monster battleship was completed in one of its shipyards. Race conflicts, however, are irrepressible in Austria-Hungary, and the differences between Vienna and Budapest are apparently impossible of permanent solution. Military and naval reorganization has engaged the major part of the attention of the new régime at Constantinople during the past year. A fierce insurrection by the Albanians, that intractable military people subject to the Porte, was suppressed, early in the year,

after much difficulty. Constantinople has been unceasingly busy in increasing and improving the Ottoman army. The young Turkish leaders have declared that they feared an attack from Greece because of the sympathy of the latter with Crete. What they have not announced, although it is perfectly well known in the Foreign Offices of the other European countries, is the fact that Turkish troops are being pushed steadily into Persia in spite of the protests of the feeble government at Teheran. For all this the military oligarchy at Constantinople must have money. In recent months, the Porte has tried to float a loan in France. It found that the French bankers politely but firmly insisted upon first knowing how the money was to be used. English bankers took the same stand. The Turks then turned to the Triple Alliance, and Austria undertook to provide the necessary loan. At this writing the negotiations have not been completed. Many internal reforms have been promised by the Young Turk government, and many are in progress, although very few of them have as yet been carried through.

*Other
Balkan
States*

The usual state of unrest has obtained throughout the other Balkan states. Serbia has apparently submitted to the domination of Austria-Hungary. Greece has been almost convulsed for several years by the conflict between the clear-headed, cautious King George and the powerful, jingoistic naval party which favors war upon Turkey for the sake of Crete. This new party has more than once brought about the fall of cabinets and coerced the Boulé, Greece's single-chamber Parliament, into working its will. Little Montenegro, in 1910, attained the dignity of a Kingdom, the former Prince assuming the title of King Nicholas I.

*Holland,
Belgium and
Switzerland*

The Scandinavian peoples are among the most peaceful and law-abiding in Europe. Their well-ordered social and economic systems are not often put out of gear. In this class also are Holland, Belgium and Switzerland. Some discontent with franchise restriction has found vent in Switzerland during the past year. An "initiative" proposing the adoption of a system of proportional representation in the elections for the national Federal Council was rejected in October by a substantial majority. So smoothly does the Swiss system work that the rest of the

world rarely knows when an election is held, or the name of the chief magistrate. It is interesting to note, in passing, that the President chosen by the Federal Council to administer the affairs of the little Republic for the year 1911 is M. Marc Ruchet. Questions of military defense against the ever dreaded German absorption and the newly arisen problem of a tariff have been engaging the attention of the Dutch people during the past twelve months. The staid capital of Holland, also, witnessed the deliberations of the tribunal sitting in judgment upon the British and American claims in the long-disputed Newfoundland fisheries problem. All the parties to the dispute and the rest of the world have been unstinted in their praise of the fairness, dignity and learning of the judges who rendered the just decision. The ruling of The Hague Tribunal in this famous case has been one of the great achievements of the century in the direction of international peace.

*Despair
in
Russia*

The "numbness of despair" is the way the calm in Russian political and economic affairs has been characterized by one of the Constitutional-Democratic leaders in the Duma. As we pointed out last month, reaction is apparently still in full swing in Russia. During the year just closed, a large portion of the Empire has been under martial law, and misery, depression and appallingly frequent execution of prisoners have marked its history. The life and writings of the late Leo Tolstoy were in themselves a terrible indictment of the Russian political and social systems. The Czar has apparently gained some hours of quiet in his foreign relations by submitting to Austro-German dictation in Balkan politics and coming to an understanding which amounts almost to a partnership with Japan in the Far East. Meanwhile the government at St. Petersburg continues to harass the Poles by cruel and useless repressive measures and to incite the Finns to patriotic fury by steadily and mercilessly pushing the Russification policy in Finland.

*Ferment
in
Persia*

The Near East continues to ferment. While Turkish military designs against Persia are so thinly veiled as to be plainly visible, the weak government, at Teheran has been called to account sharply by both England and Russia. In the southern part of the Iranian land, long acknowledged to be a

British sphere of influence, anarchy has become, not only widespread, but chronic. The trade routes to India have been insecure for years. Last October the Persian authorities were called upon by the British government, in a sharp note, to restore normal security, failing which, Great Britain will herself organize a body of local police, and pay them out of a fund obtained from a tax levied from the customs on the Persian Gulf. This action on the part of the British Government has been denounced by the German press as the beginning of the partition of Persia. In this denunciation Turkish and Persian journals have joined. Just what position Russian official authorities will take it is not easy to predict. Russian interests in North Persia are extensive. But St. Petersburg has generally agreed with London in regard to Persia. One result of the Turko-German agreement has been the recently announced decision of the German syndicate to resume the construction of the Bagdad Railroad and continue it to completion. In time, undoubtedly, a Russian line will connect the Bagdad road with the already existing lines in India, and then it will be possible for the tourist to travel from Paris to Bombay by rail.

*Progress
in
British India*

The condition of British India is, undoubtedly, better to-day than it has been for many years. As we remarked last month in these pages, in commenting upon the retirement of Lord Morley from the Indian Office, a new era has been opened for Britain's Indian empire by the successful operation of the reform scheme which Lord Morley inaugurated five years ago. There have been outbreaks against British rule, and considerable difficulty in carrying out the details of the application of this reform scheme to the routine of administration, but political, social and economic conditions are steadier in India to-day than ever before, and there is an ever increasing participation of natives in the government of their fatherland.

*A
Constitutional
China*

Rapid progress has been made in China, during the twelve months just passed, toward the realization of a parliamentary, constitutional government. Provincial assemblies, representing the first step toward popular government in the empire's history of thousands of years, were inaugurated in October, 1909. The first Imperial Senate met on October 3 last. The astonishingly smooth working of these two

representative bodies encouraged the people to demand that the original nine-year period of preparation for a real popular assembly be shortened. The throne was memorialized, extraordinarily widespread popular interest was manifested, and the Regent and the Grand Council finally yielded to the popular wish. The imperial sanction of the abolition of the queue and the efforts of the government to put down the opium evil were other signs of progress. Late in November a decree was promulgated advancing the date for the inauguration of a fully representative assembly to the year 1913. The newspaper despatches are now full of accounts of loudly expressed popular demand for a still earlier meeting of Parliament. The Peking correspondent of the London *Times* has given it as his opinion that a real Parliament will be summoned early in the present year, and that "it seems almost safe to announce that the ancient, absolute régime in China will exist only historically after the Chinese New Year in January, 1911." The visit of Secretary Dickinson to Peking, on his way home from the Philippines, evoked many expressions of cordial feeling in China.

*The Problems
of
Japan*

Almost the same date that saw the erection of the tiny principality of Montenegro into a kingdom in the Near East, witnessed the extinction of the ancient monarchy of Korea at the other end of the Asiatic continent. The formal annexation of Korea to Japan, which was announced on August 27 last, was made because "his Majesty, the Emperor of Japan, has found it impossible to effect desired reforms in Korea while it remains outside of the empire, and he therefore incorporates it in his dominions by and with the approval of the Korean government." This addition of ten or twelve millions of Koreans to her population, with the administrative and economic problems the annexation entails, will absorb a good part of Japan's energies for a generation or more to come. At home the Island Empire has had her attention absorbed in problems chiefly of finance. The imposition of heavy taxes necessitated by the vast outlays for army and navy, has not improved the hard social and industrial lot of a large portion of the Japanese population. Some popular discontent has arisen, and the growth of socialism has been marked. During the summer the Western world heard meagre but persistent reports of an attempt to assassinate the Emperor by a political subject. In November it was announced that the assassin

had been apprehended and would be dealt with at once by the courts.

*Africa
in
1910*

The year 1910 saw, among other noteworthy events on the African continent, the formal inauguration of the new United States of South Africa, the initiation of an extensive program of reforms by Belgium in the Congo, the steady advance of the French "pacific penetration" of the Sahara, the agreement of Morocco with Spain and the arousing of the Nationalist feelings in Egypt against England, with the consequent tightening of the British hold upon the land of the Pharaohs. Ex-President Roosevelt's vigorous expression of opinion as to Britain's opportunity and duty in Egypt, set forth in his speeches at Cairo University in April, and at the London Guild Hall in June, were the subject of world-wide comment. Considerable progress was made toward a permanent settlement of the vexed Liberian question during the year just closed. The patient efforts of the State Department at Washington, which has sent two expeditions to the little African republic, aided by the reasonableness of the British and French governments, have brought about a definite understanding as to Liberia's real status in the family of nations.

*Affairs
in
Canada*

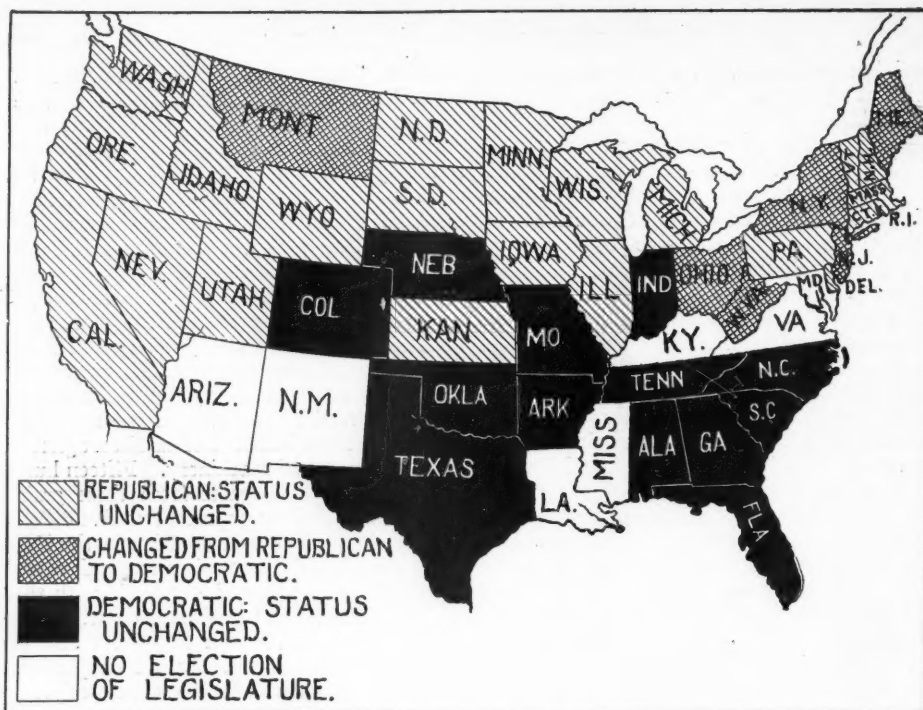
Of late years the people of the Dominion of Canada and those of the United States have come to understand each other better, and to realize their real community of interest. During the twelve months that have just passed into history, the two governments have arrived at a definite, cordial understanding with regard to a number of long-disputed points having to do with boundary lines, waterways that lie in both countries, and the use of the Niagara River for power purposes. Several commissions made up of eminent legal authorities from both countries, with the official sanction of the governments at Ottawa and Washington, have now succeeded in arriving at a settlement of most of these points satisfactory to both sides. The year 1910 saw also the final disposition, by the Tribunal at The Hague, of the historic controversy between

the United States and British North America—the Newfoundland fisheries question. The one question still at issue between the two peoples, that of a more progressive, more mutually satisfactory tariff, is yet to be solved. The larger situation as affected by our tariff relations with our northern neighbors, together with the arguments for and against the much discussed reciprocity idea, are set forth by Mr. P. T. McGrath on page 42. Last month we mentioned the plan of the societies of farmers and grain growers of Ontario and the western Canadian provinces to journey to Ottawa for the purpose of impressing Premier Laurier with the necessity for a reduction of duties on American agricultural products and machinery. Fifteen hundred accredited delegates from these grain growers' associations, representing five different provinces, held a convention in the Dominion capital on December 15, and voted unanimously in favor of free trade with the United States. In the eleventh Parliament of the Dominion, which began its annual session on November 21, a number of speeches were made in behalf of some sort of reciprocity arrangement.

*For a
Canadian
Navy*

Canada is to have a real navy for defense purposes. The propositions of Sir Wilfrid Laurier for national defense and for the Dominion's share in the Imperial army and navy establishment, most of which have already received Parliamentary support, contemplates the organization of a Canadian militia and the building of a Canadian navy, "subject to the call of the British admiralty, provided always that within fifteen days the Dominion Parliament ratifies the call." One Canadian cruiser, the *Niobe*, has already been completed and is now in service. Early in November, the beginnings of Canada's independent naval establishment were signalized by the departure from Esquimalt of the representatives of the British admiralty. With the transfer to the Dominion authorities of this naval station and dockyard, on the Pacific coast, there disappears from the mainland of the North American continent the last outpost of British Imperial power.





RESULTS OF THE ELECTIONS OF 1910 AS AFFECTING STATE LEGISLATURES

(The Legislatures of the following States will each choose a United States Senator this year: California, Connecticut, Delaware, Florida, Indiana, Maine, Massachusetts, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, New Jersey, New York, North Dakota (two Senators), Ohio, Pennsylvania, Rhode Island, Tennessee, Texas, Utah, Washington, West Virginia, Wisconsin, and Wyoming)

RECORD OF CURRENT EVENTS

(From November 19 to December 19, 1910)

PROCEEDINGS IN CONGRESS

December 5.—The Sixty-first Congress assembles for the short session.

December 6.—The President's annual message is read in both branches.

December 7.—The Ballinger-Pinchot investigating committee makes its report, the majority of the committee completely exonerating the Secretary. . . . In the House, Mr. Moon (Dem., Tenn.) explains his bill to modify, revise, and amend the laws governing the judiciary.

December 9.—The House passes the Indian appropriation bill.

December 10.—The House unanimously passes the River and Harbor appropriation bill (\$22,000,000).

December 12.—In the Senate, the Omnibus Claims bill is discussed.

December 13.—In the Senate, Mr. Cummins (Rep., Ia.) speaks in support of his resolution to change the rules so that the tariff law may hereafter be amended schedule by schedule. . . . The House passes the Pension appropriation bill (\$153,600,000).

December 15.—In the Senate, Mr. Young (Rep., Ia.) makes his first speech, opposing further revision of the tariff.

December 16.—The Senate discusses the Omnibus Claims bill; the amendment of Mr. Bristow (Rep., Kan.) to eliminate the French spoliation claims is lost by a tie vote. . . . The House considers the Legislative, Executive, and Judicial appropriation bill.

December 17.—An urgent deficiency appropriation bill (\$1,000,000) is passed by both branches. . . . In the Senate, Mr. Lodge (Rep., Mass.) speaks in favor of tariff revision schedule by schedule.

December 19.—The Senate overrules a decision of the Vice-President that a "paired" Senator can be counted in making a quorum.

POLITICS AND GOVERNMENT—AMERICAN

November 21.—Post-office inspectors arrest the principal members of the firm of Burr Brothers, at New York City, charging them with selling fraudulent stocks to the extent of more than \$1,000,000. . . . The New Mexico constitutional convention finishes its work; one of the provisions of the constitution is an elective corporation commission.

November 23.—President Taft arrives in Washington on his return from an inspection of the Panama Canal.

November 25.—The President orders that the returns under the new corporation tax law be made public, subject to regulations proscribed by the Secretary of the Treasury.

November 28.—United States Attorney Wise, at New York City, enters suit for the dissolution of the Sugar Trust. . . . The newly created Railroad Securities Committee holds its first meeting, at Washington.

November 29.—The third Conference of Governors begins its sessions at Frankfort, Ky.

December 1.—Governor-elect Foss, of Massachusetts, opens his campaign against the reelection of Senator Lodge. . . . The existence of a trade in rotten eggs, to be used for food, is brought to light through an investigation by New York City officials.

December 3.—The President appoints Senator Root to membership on the Hague Tribunal; Frederick W. Lehmann is made Solicitor-General of the United States.

December 6.—Judge John R. Thornton is elected United States Senator from Louisiana to succeed the late Senator McEnery. . . . The President sends to the Senate the nomination of John W. Garrett to be minister to Venezuela. . . . A federal grand jury at Detroit indicts firms and individuals alleged to control by illegal combination the manufacture and sale of bathtubs and plumbers' supplies.

December 9.—The proposed constitution for the State of Arizona, a very radical document, is signed by the delegates.

December 10.—The Census Bureau announces the population of the United States as 91,972,266; including the insular possessions the total is 101,100,000.

December 12.—President Taft sends to the Senate the nominations of Edward D. White to be Chief Justice of the United States Supreme Court, and Joseph R. Lamar and Willis Van Devanter to be Associate Justices; Martin A. Knapp is appointed presiding judge of the new Commerce Court. . . . The United States Supreme Court decides that conspiracy under the Sherman Anti-Trust law may be a continuing offense, thereby sustaining the indictment of Sugar Trust officials.

December 13.—Senator Aldrich and Representative Payne announce themselves as in favor of tariff revision schedule by schedule.

December 14.—The Department of Justice announces the early prosecution under the Sherman law of the so-called Electrical Trust.

December 16.—Post-office inspectors raid many "get-rich-quick" concerns in Pennsylvania and New Jersey, arresting nineteen principals.

December 17.—The Senate committee which investigated the charges of bribery in the election of Senator Lorimer (Rep., Ill.) reports that the charges have not been proved.

December 18.—The New Mexico Democratic Territorial Convention condemns the proposed constitution.

December 19.—Edward D. White, assumes his seat as Chief Justice of the United States.

POLITICS AND GOVERNMENT—FOREIGN

November 19.—Prime Minister Asquith opens the British campaign with a speech at the National Liberal Club, outlining his party's program. . . . The discussion of the so-called "padlock" bill is begun in the Spanish Chamber of Deputies.

November 20.—Premier Briand is attacked by a Royalist while attending the dedication of the Jules Ferry statue in the Tuileries.

November 21.—Sergius Sazonov is appointed Minister of Foreign Affairs in Russia. . . . An insurrection breaks out in the northern provinces of Mexico; several important towns are seized by the revolutionists.

November 23.—The crews of two Brazilian battleships in the harbor of Rio de Janeiro mutiny and secure control of the vessels; an ultimatum is sent to Congress demanding an increase in pay and the abolition of corporal punishment.

November 24.—The British House of Lords adopts Lord Lansdowne's resolutions dealing with the manner of settling the differences between the two houses of Parliament. . . . The Mexican Minister of War announces that the insurgents have been scattered and that quiet is restored.

November 25.—The Brazilian Government yields to the demands of the mutineers and grants amnesty to them. . . . The lower house of the South African Union appoints a committee to examine the educational systems of the provinces.

November 28.—The British Parliament is dissolved in order that the Liberal Government may go before the country on the question of the veto power of the House of Lords.

December 1.—Porfirio Diaz is inaugurated for his eighth term as President of Mexico.

December 6.—The French Chamber of Deputies votes \$1,160,000 for the relief of victims of the recent floods; a committee of the Chamber reports in favor of a limited suffrage for women.

December 7.—The German Reichstag passes the second reading of the bill establishing labor exchanges composed equally of employers and employees, to settle labor disputes.

December 10.—The trial of twenty-six persons accused of plotting against the life of the Emperor is begun at Tokyo. . . . A mutiny among marines quartered in a fort in the harbor of Rio de Janeiro is quelled only after an artillery engagement lasting all day; 200 of the mutineers are killed or wounded. . . . The Turkish Chamber of Deputies, by vote of 123 to 63, affirms confidence in the government.

December 15.—Bands of Bedouins massacre Turkish officers and troops at several military posts.

December 16.—A delegation of 1000 Canadian farmers presents formal demands to the Government for an immediate downward revision of the tariff; Premier Laurier replies that they must await the result of the reciprocity negotiations with the United States (see page 42). . . . The Bolivian ministry resigns as a protest against the reestablishment of diplomatic relations with Argentina. . . . The Mexican insurgents decisively defeat the Government troops in an engagement at La Junta. . . . A constitution for Alsace-Lorraine, providing for two elective chambers, is drafted in the German Bundesrath.

December 17.—The editions of four daily newspapers in Russia are confiscated because they contain a radical speech made in the Duma.

December 19.—The general elections in Great Britain end with a coalition majority of 126, an increase of two votes.

INTERNATIONAL RELATIONS

November 23.—Sir Richard Cartwright, Minister of Trade and Commerce, advocates in the Canadian Parliament closer relations with the United States.

December 3.—China opens negotiations for a new foreign loan of \$25,000,000 for the development of the navy.

December 6.—It is rumored in Copenhagen that the inhabitants of the Danish West Indies have petitioned the Government to sell the islands to the United States.

December 7.—The Supreme Court in Germany orders that the Reichsbank pay to Turkey the \$4,500,000 which it has on deposit to the credit of the deposed Sultan Abdul Hamid.

December 9.—Secretary Knox decides to surrender Porter Charlton, an American, to Italy for trial for wife-murder.

December 13.—Diplomatic relations are re-established between Argentina and Bolivia, the latter country acknowledging that President Alcorta's decision in the Bolivia-Peru boundary dispute was non-partisan.

December 18.—It is planned to form a combination of Central and South American republics for the purpose of abolishing revolutions by the creation of an international police.

OTHER OCCURRENCES OF THE MONTH

November 19.—A severe earth shock is felt at Martinique but causes no damage.

November 22.—Mobs of suffragettes in London, dissatisfied with the Premier's promise of consideration of a woman suffrage bill in the next Parliament, stone the residences of Premier Asquith and several members of his cabinet. . . . Count Leo Tolstoy is buried at Yasnaya Polyana.

November 23.—A dispatch from St. Petersburg states that Manchuria is officially declared to be infected with the bubonic plague.

November 25.—A number of earth shocks are felt in Spain, no damage being done.

November 26.—Twenty-five women and girls lose their lives in a factory fire at Newark, N. J. . . . Samuel Gompers is reelected president of the American Federation of Labor at St. Louis.

November 27.—The Pennsylvania Railroad inaugurates its train service into New York City, formally opening the tunnels under the Hudson River.

November 28.—Thirteen men are killed by an explosion in an asphalt mine at Durant, Okla.

November 29.—The British South Polar expedition, with the *Terra Nova*, leaves New Zealand for the Antarctic. . . . The dedicatory exercises at the new home of the Union Theological Seminary, in New York City, are attended by delegates from the leading universities of the world.

December 1.—The free hospital for consumptives at Toronto, Canada, is destroyed by fire. . . . The New York Central and the Pennsylvania

railroads make concessions to the Erie, Wabash, and Grand Trunk systems to avert a rate war.

December 3.—Chairman Emery, in an address before the Chicago Association of Commerce, outlines the plans of the Tariff Board. . . . Two Italian aviators are killed by the capsizing of their machine during a flight near Rome.

December 4.—Unprecedented storms in Mindanao and Zamboanga, Philippine Islands, cause the loss of a score of lives and considerable property damage.

December 5.—The striking taxicab chauffeurs in New York City accept the terms offered by the companies. . . . A strike among the drivers of delivery wagons spreads in Chicago. . . . A bronze statue of Sir Henry Irving is unveiled in London.

December 6.—Eleven new cases of cholera, and two deaths from the disease, are reported in Italy.

December 7.—President Taft addresses the seventh annual Rivers and Harbor Congress at its opening session in Washington. . . . Four passengers are carried by aviator Brunsder in a Farman biplane at Johannisthal, Germany. . . . A monument to General Baron von Steuben is unveiled at Washington, addresses being made by President Taft and the German ambassador.

December 8.—The city of Bogota, Colombia, makes the final payment on the purchase of the Bogota city railway from its American owners. . . . Deaths from cholera at Madeira average three persons daily. . . . The funeral of Mrs. Mary Baker Eddy, founder of the Christian Science Church, is held at her home near Boston.

December 9.—George W. Perkins resigns from the firm of J. P. Morgan & Co. in order to devote himself to corporation interests and to a solution of the problems involved in the relations of capital and labor. . . . M. Legagneux, using a Bleriot monoplane, breaks the world's altitude record at Pau, France, ascending 10,500 feet. . . . Two members of the Cuban House of Representatives shoot each other in an Havana street; Señor Molen dies from his wound and General Figueroa is mortally wounded. . . . Princess Louise of Belgium brings suit to recover \$8,000,000 which belonged to her father, the late King Leopold.

December 10.—Puccini's opera, "The Girl of the Golden West," is sung for the first time, at the Metropolitan Opera House in New York City.

December 13.—Dr. George Edgar Vincent is chosen president of the University of Minnesota. . . . Floods in the northern part of Italy, caused by continued rains, isolate many villages.

December 14.—Andrew Carnegie gives \$10,000,000 to a board of trustees, the income to be used for the promotion of international peace. . . . Contracts are let in London for the construction of two 24,000-ton battleships for the British navy.

December 15.—The American Society for the Judicial Settlement of International Disputes meets in Washington.

December 16.—Continued rains in England cause the flooding of large areas, the water in some places being twelve feet deep.

December 18.—Henry Farman remains in the air 8 hours and 13 minutes at Etampes, France.

December 19.—An explosion of artificial gas at the Grand Central Terminal, in New York City, kills ten persons and injures 120; the property damage is estimated at \$3,000,000.

OBITUARY

November 19.—Gen. Adam B. King, of Maryland, a veteran of the Civil War and formerly consul at Paris, 76.

November 20.—Count Leo Tolstoy, the Russian novelist, 82. . . . Henry M. Hoyt, counsellor of the State Department, 53.

November 21.—Gen. George M. Harmon, prominent in the industrial and political life of Connecticut, 72.

November 22.—Brig.-Gen. David Lynn Magruder, U. S. A., retired, 85.

November 23.—Octave Chanute, an engineer, known as "the father of the aeroplane," 78.

November 24.—Cardinal Alessandro Sanminiati-Fabarella, 70.

November 26.—Moses C. Wetmore, of St. Louis, prominent in Democratic national politics, 65. . . . Richard T. Wilson, the veteran New York financier, 81. . . . Judge Robert W. Taylor, of the United States Circuit Court, 58.

November 27.—Gen. James Oakes, a veteran of the Mexican and Civil Wars, 84. . . . Michael Cudahy, founder of the Cudahy Packing Company, 69. . . . Dr. Landon B. Edwards, a prominent Virginia physician and medical writer, 65.

November 28.—George Frederick Seward, of New York, an authority on casualty insurance and formerly minister to China, 70. . . . Rev. Charles Henry Burr, for many years librarian of Williams College, 62.

November 29.—Matthew Henry Buckham, president of the University of Vermont, 78. . . . Dr. Samuel Alexander, a prominent New York surgeon and writer, 52. . . . Rev. Dr. Sylvester F. Scovel, formerly president of Wooster University, 75. . . . Florencio L. Dominguez, Argentine minister to Great Britain.

November 30.—John William Ellis, former president Plattsburg (Mo.) College and Central Christian College (Mo.), 71.

December 1.—William Pryor Letchworth, giver of the 1000-acre Letchworth Park to New York State, 87. . . . John Eytton Bickersteth Mayor, professor of Latin at Cambridge University, 85. . . . Mrs. Julia Wyatt, who created the rôle of *Topsy* in "Uncle Tom's Cabin," 87.

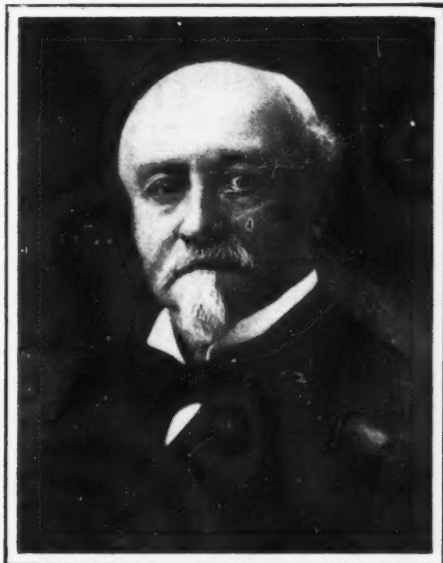
December 2.—Judge James Brooks Dill, of New Jersey, an authority on corporation law, 56. . . . Rt. Rev. Channing Moore Williams, senior bishop of the Episcopal Church in the United States, 82. . . . Major-Gen. Eugene A. Carr, U. S. A., retired, 80. . . . Jose M. Figueras-Chiques, justice of the Porto Rico Supreme Court, 59.

December 3.—Mrs. Mary Baker Glover Eddy, founder of the Christian Science Church, 89. . . . Major-Gen. Wesley Merritt, U. S. A., retired, 74.

December 4.—Brig.-Gen. Oliver E. Wood, U. S. A., retired, 66.

December 5.—Dr. Christian Archibald Herter, of New York, an expert in pathological chemistry, 45. . . . The Duc de Chartres, uncle of the French Pretender, 70.

December 6.—Prof. Charles Otis Whitman, head of the department of Zoology at the University of Chicago, 68. . . . Rear-Adm. James H. Gillis, U. S. N., retired, 79. . . . Dr. John Cummings Munro, a prominent Boston surgeon, 52. . . . Dr. John C. Da Costa, the eminent Philadelphia



THE LATE OCTAVE CHANUTE
("Father of the Aeroplane")

gynaecologist, 76. . . . Ex-Congressman John A. Swope, of Pennsylvania, 87.

December 7.—Justice Charles W. Dayton, of the New York Supreme Court, 64. . . . Justice W. D. Beard, of the Tennessee Supreme Court, 73. . . . George N. Johnstone, a brigadier-general of the Civil War and formerly a member of the Civil Service Commission, 78. . . . Prof. Ludwig Knaus, the German genre painter, 81.

December 9.—Gen. Henry Edwin Tremain, Civil War veteran, author, and lawyer. . . . Major-Gen. Wallace F. Randolph, U. S. A., retired, 69.

December 10.—Henry Guy Carleton, the playwright, 64. . . . Richard LaBarre Goodwin, the landscape painter, 70.

December 11.—John Rogers Maxwell, formerly president of the Central Railroad of New Jersey, 64. . . . E. V. W. Rossiter, vice-president of the New York Central Railroad, 66. . . . Prof. Henri Huchard, a distinguished French physician, 66.

December 12.—Dr. Emil Reich, the historian, 56. . . . Eyre Crowe, the English painter, 86.

December 14.—Manuel de J. Galvan, the Santo Domingo jurist and diplomat, 78. . . . Frank Lee Benedict, the novelist, 76.

December 15.—Major John F. Hanson, president of the Central of Georgia Railway, 70. . . . Representative Joel Cook, of Pennsylvania, 68.

December 16.—Melville De Lancey Landon ("Eli Perkins"), the humorous writer, 71.

December 17.—Brig.-Gen. Jared A. Smith, U. S. A., retired, president of the Cleveland County Buildings Commission, 70. . . . Brig.-Gen. Henry C. Hasbrouck, U. S. A., retired. . . . Ex-Congressman Wallace T. Foote, of New York, 46.

December 18.—Major-Gen. J. C. Boyd, adjutant and inspector-general of South Carolina, 62. . . . Don Anibal Cruz, minister from Chile to the United States, 45.

SOME CLEVER CARTOONS OF THE MONTH



"IF I CAN'T HITCH ON THIS TIME IT'S ALL OFF"

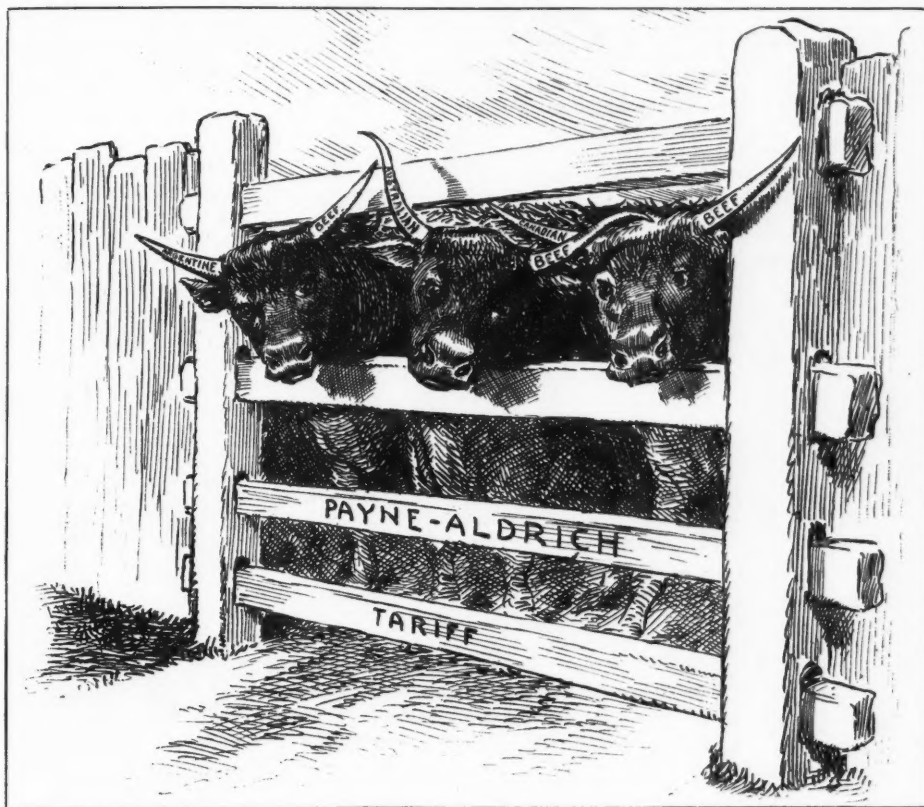
From the *Leader* (Cleveland)

THE short session and the long program is now the problem before the Sixty-first Congress. With only two months more of life, the question how to rectify the sins of omission and commission—to do those things that it ought to have done, and to undo those things which it ought to have done differently—some tariff schedules—is putting "the pale cast of thought" on the countenances of the Republican leaders.



A MISFIT

From the *North American* (Philadelphia)



LET DOWN THE BARS

(One way to lower the price of meat—let foreign beef come in free) From the *World* (New York)



THE HIGH COST OF LIVING PROBLEM

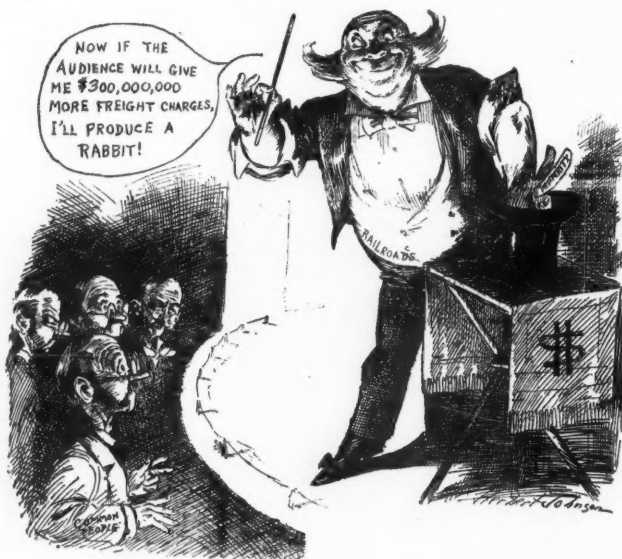
THE G. O. P. TO MISS DEMOCRACY: "Now you can take care of him for a while."
From the *Journal* (Minneapolis)



THE BALLINGER-PINCHOT CONTROVERSY

"Isn't this the best way to settle it?"

From the *Inter-Ocean* (Chicago)

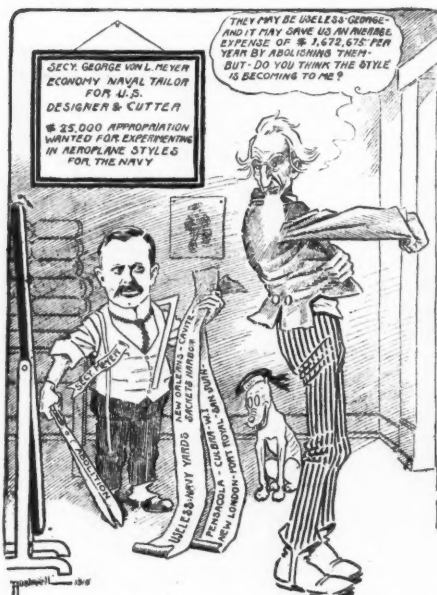


WATCH THE PROFESSOR
From the North-American (Philadelphia)

The "Professor" in this case, is the railroads of the country, which are urgently requesting permission of the Interstate Commerce Commission to raise freight rates, whereupon the "Professor" will produce the rabbit "Prosperity," to be enjoyed by all.



FLIES IN THE BUTTER—THE RAILROAD PRESIDENTS
WHO SEE NO GOOD TIMES AHEAD WITHOUT
HIGHER FREIGHT RATES
From the Spokesman-Review (Spokane)



NEW NAVAL ECONOMY FOR UNCLE SAM
From the Times-Star (Cincinnati)



THE SUGAR TRUST IS IN FOR IT
From the Spokesman-Review (Spokane)



CAN'T HEAD HIM OFF

(Mr. John R. McLean seems to be running strong in the race for the Ohio senatorship)
From the *Meddler* (Cincinnati)

A number of interesting contests for seats in the United States Senate have been going on in various states.

In Ohio, John R. McLean has assumed prominence in the race for Senator Dick's seat, although Atlee Pomerene is also a strong candidate. The situation in New Jersey is especially interesting because of the part taken in the fight by Governor Wilson. The Governor is backing Mr. Martine, who was the choice of the primaries, and who is being opposed by former senator James H. Smith,

Jr. Both the Governor and Mr. Smith have enlivened the contest by issuing statements giving their views on the situation.

In New York the contest will probably be decided early in the present month. The names of half a dozen or more prominent Democrats have been presented in the effort to find a successor to Senator Depew, and Mr. Murphy and Governor Dix have both been besieged with questions on the subject.



THE NEW JERSEY SENATORIAL TROUBLE

UNCLE SAM: "You're an awful talker, Smith, but I kinder feel like Woodrow's got it on ye."

From the *Evening Sun* (Baltimore)



AND THE PUBLIC WILL GET WHAT'S COMING TO IT
From the *Press* (New York)



DIFFERENT COUNTRIES, DIFFERENT CUSTOMS; OR, INSURGENTS IN AMERICA AND IN MEXICO
From the *News* (Chicago)

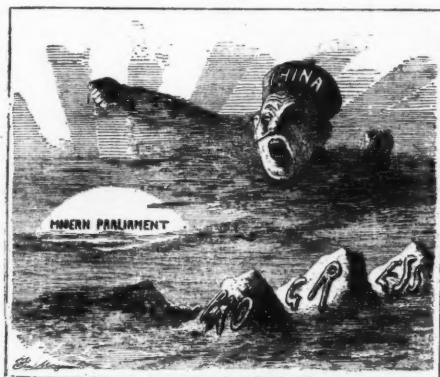


IN BRAZIL

If your salary isn't satisfactory, join the navy and then mutiny!

From the *Journal* (Detroit)

(The crews of several Brazilian warships last month mutinied, captured their vessels, pointed the guns inshore, demanded more pay—and got it!)



DAWN

From the *Inquirer* (Philadelphia)

(Now it is a modern parliament for China—surely the Celestial Giant is awakening from the sleep of centuries.)



WHAT CAN THE POOR DOVE DO?

From the *American* (New York)

NEIGHBORLY

From the *Herald* (New York)

The Dove of Peace, bearing the ten-million-dollar gift of Mr. Andrew Carnegie, may seem insignificant in the face of the huge war armaments supported by billions of dollars annually; but—who knows?—the wise use of the peace fund may in time make the war god and his huge implements insignificant.

The “neighborly” cartoon on the right,

at the top of the page, reflects the sentiment on the subject of reciprocity between Canada and the United States—a subject that is now being much discussed in both countries. The regrettable struggles between the militant suffragettes and the police in England have led a great many sober-thinking people to wonder if that is “the only way” to go about the matter.



THE ONLY WAY?

MRS. BULL: “I wonder if there is no better way than this.” (From the *Westminster Gazette* (London))

WILL THERE BE RECIPROCITY BETWEEN THE UNITED STATES AND CANADA?

BY P. T. McGRATH

FOR many years there have been proposals for freer trade, either in raw materials or all-embracing, between the United States and Canada, always on the latter's part until recently. The various overtures of the Dominion in the past were declined so unmistakably, if courteously, that several years back Sir Wilfrid Laurier, chafing under the rebuffs experienced by his predecessors and himself, proclaimed in the Ottawa Commons that there would be "no more pilgrimages to Washington," and formulated the alternative policy of a "British preference," or a special reduction in the duties on British exports to the Dominion.

Canada's marvelous progress in late years has enabled her to effectively maintain this attitude; and her unyielding commercial independence of the United States, coupled with her possession of raw materials of constantly increasing value, has swung the pendulum contrariwise. Now the overtures for reciprocity have originated at Washington, and the "pilgrims" to-day are American delegates who cannot but discern, in eastern Canada at any rate, a chilliness in popular, if not in official sentiment, somewhat like the atmosphere of the American capital with regard to this question in years gone by.

AVERTING A TARIFF WAR

So outspoken has been some Canadian criticism of reciprocity that prominent men in the Dominion have publicly rebuked it and urged frank and friendly discussion of the whole subject by the two cabinets; claiming that this course would be helpful in showing both sides the difficulties besetting this complex international situation, and enabling both peoples to respect the principles which impel them even to "agree to differ." The way was cleared for such discussion when President Taft and Canada's Finance Minister, Mr. Fielding, in a conference at Albany last March, arranged for such reductions in duties on several unimportant American exports to

Canada as warranted the latter being conceded the minimum rates under the Payne-Aldrich bill. Opinion is general that Mr. Fielding purchased cheap for his country immunity from a tariff war involving a joint trade of over \$300,000,000 annually—a war in which Canada must suffer severely, even if America suffered more; and one which might, through the angry feelings engendered, easily lead to more calamitous consequences.

AMERICA TAKES THE INITIATIVE

Canada's recent indifference to reciprocity can be appreciated by understanding that while her eight million people buy from America annually \$200,000,000 worth of commodities of every kind, or 60 per cent. of their total imports, and allow \$90,000,000 worth free entry (chiefly raw materials), America's hundred million people purchase from the Dominion only \$120,000,000 worth, or barely 30 per cent. of Canada's exports, and allow but a third thereof free access. America has thus decidedly the best of the bargain, and any tariff war which would jeopardize these advantages would be decidedly unwelcome, especially when statistics show that American imports are now exceeding exports, and that the republic is entering upon a new phase of its commercial existence.

Hence the formal proposal by Secretary of State Knox last March for negotiations for freer trade, and its acceptance by Minister of Finance Fielding, to take effect in the autumn, as Canadian cabinet ministers had already made engagements for the summer. The conferees met at Ottawa on November 1, Messrs C. M. Pepper, tariff expert; H. M. Hoyt (since deceased), counselor to the State Department; and C. H. Foster, American Consul-General to the Dominion, acting for the United States; Canada being represented by her Ministers of Finance and Customs, Hon. W. S. Fielding and Hon. William Paterson.

Naturally, absolute secrecy marked the negotiations, and critics in both countries de-

duced from the brevity of the sessions and the silence of the negotiators that failure was probable. In the Speech from the Throne, however, with which Earl Grey, the Canadian Governor-General, opened the Dominion Parliament on November 17, the subject was reviewed in these words:

Following the negotiations which took place some months ago between the President of the United States and my government, the results of which were at the time communicated to Parliament, a further conference between representatives of the two countries has been held at Ottawa. While no conclusions have been reached, and no formal proposals made, the free discussion of the subject that has taken place encourages my government to hope that at an early day, without any sacrifice of Canada's interests, an arrangement may be made which will admit many of the products of the Dominion into the United States on satisfactory terms.

Moreover, Premier Laurier, who had declared, in a speech at Montreal on October 10, when formally welcomed from touring the Northwest, his belief that an advantageous arrangement was possible, repeated this declaration in the debate at Ottawa on November 21 after the conference had adjourned.

PRESIDENT TAFT'S ATTITUDE

On the American side, too, President Taft, in his annual message to Congress, mentioned the matter in these terms:

The policy of broader and closer trade relations with the Dominion of Canada which was initiated in the adjustment of the maximum and minimum provisions of the tariff act of August, 1909, has proved mutually beneficial. It justifies further efforts for the readjustment of the commercial relations of the two countries, so that their commerce may follow the channels natural to contiguous countries and be commensurate with the steady expansion of trade and industry on both sides of the boundary line.

Both governments being thus unequivocally pledged to earnest endeavors to effect freer trade, it remains to consider the conditions operating to make or mar the movement.

BENEFITS TO THE UNITED STATES

The American arguments for reciprocity are that it would open a highly advantageous market for United States manufactures, afford access to Canadian raw materials for use therein, supply cheaper foodstuffs to the American consumer, and stimulate trade in every form. Objections to it would come from the American farmer, whose price of

wheat might be lessened by Canadian competition; from the American producer of raw materials, who would be similarly affected (and it is worth noting that certain Democrats in Congress oppose free raw materials); and from the operatives, who fear reduced wages and less employment.

BENEFITS TO CANADA

The Canadian arguments favoring reciprocity are that whereas her exports were under \$100,000,000 until 1882, and did not total \$200,000,000 annually for twenty years later, they reached \$300,000,000 in 1909-10, the growth in the past eight years being thus as great as in the preceding twenty. Of the total this year, agricultural products form one half, showing that despite the progress of other industries, this still leads. Although Britain remains by far Canada's best customer, taking virtually half her exports—the figures for 1909-10, \$149,634,107, being the largest on record—Canada purchases from Britain but 25 per cent. of her imports, though the "preference" applies to British goods.

With the United States the situation is the reverse. Canada buys from her 60 per cent. of her total imports even against the competition of the "preference," though Canada's sales to America are but 25 per cent. of her total exports, and in this fiscal year declined \$370,000. Still, reciprocity advocates in both countries regard these figures as amply justifying this policy, arguing that if these results are achievable under an American tariff designedly framed to exclude foreign products and a Canadian tariff based on moderate protection, what may not be expected if the tariff barriers were thrown down? The geographical propinquity and the promptness with which trade can be conducted naturally attract the two countries commercially; the United States needs raw materials and can obtain them nowhere else so conveniently as in Canada; the outcry against the cost of living must make for reduced taxation and freer intercourse; and as the States gained by becoming a republic and the Provinces gained by becoming a dominion, both should gain by being linked together in commercial union.

CANADIAN ARGUMENTS AGAINST RECIPROCITY

It has been so long taken for granted by Americans that Canada would "jump at" reciprocity that there is amazement at the idea of her possibly declining such a compact.

Therefore, the Canadian arguments against freer trade, which are but little understood in the United States, are appended in some detail, to illustrate the obstacles in the way of an agreement. These arguments are:

(1) America denied us this concession when it seemed indispensable to us. Now, when we have secured commercial stability otherwise, and she, in her need, seeks reciprocity with us, let us treat her in the same fashion.

(2) America will not give us a "square deal" in any case, for under the last treaty she charged us duty on the "packages" in which "fishery products" were contained, though bound to admit the latter duty free; and refused to consider Lake Champlain part of the canal system conceded freedom from tolls, though this had always previously been so regarded, these refusals largely destroying the value of the arrangement for Canada.

(3) We have, during the past forty years, spent vast sums in perfecting our railway systems and providing commercial avenues east and west, thus affording the maximum of employment to our own people and agencies in distributing our imports from and exports to the outside world (apart from the United States); whereas, under reciprocity the north-and-south lines and American transportation agencies would benefit at the cost of our own.

(4) Reciprocity would check the growth of our manufactures by enabling the output of the enormous American concerns to undersell that of our smaller concerns and prevent the further establishing of branches of American industries in Canadian centers, in which Senator Beveridge estimated there is at present invested \$250,000,000 of United States capital, which prevention would deprive our people of new avenues of labor.

(5) Reciprocity would render innocuous the "British preference"; and as to this it is important to note that Sir Wilfrid Laurier, speaking in British Columbia last September, declared that no interference with this "preference" would be tolerated in any trade arrangement with the United States, reiterating this declaration in the Ottawa Commons in the opening hours of the present session.

(6) As the American tariff is now nearly twice as high as Canada's the republic should reduce it to the same level, as an evidence of good faith, before even negotiations for freer trade are seriously begun.

(7) Reciprocity would not necessarily mean cheaper commodities to the consumer, but simply enlarge the sphere of operations of the American trusts, for at present, with no duty on wire fencing, the price thereof, for Canada, is arbitrarily fixed by the American trust controlling the Canadian factories producing this material.

(8) The United States may abrogate this treaty as she did the last one, leaving Canada then to face the same problem as in 1866—that of finding new markets for the surplus products previously taken by the United States but now left on her hands.

Finally, reciprocity is opposed as unnecessary because of the increasing dependence of America on Canada's raw materials, as confessed by Mr. Whitney, of Boston, in his article in the October *Atlantic Monthly*, in these words: "If a reciprocity treaty on broad lines is not possible at the present time, owing to the attitude of the Canadians, why should we deny ourselves the advantages that would accrue to us from at once allowing the products of Canada's fisheries, farms, forests, and

mines to come here free of duty? These are things that we need and soon must have from some outside source."

SPECIAL INTERESTS AFFECTED

It will scarcely be disputed that this is a formidable array and makes the prospect for reciprocity by no means bright; nor is the situation improved by a brief study of the particular interests affected by the general propositions stated above, as will be seen by the subjoined summary!

FOOD STUFFS.—The Canadian farmer hopes for better prices for his products by selling them in America, but the effect would be to raise the rates for the consumer at home who clamors for a cheapening of the cost of living. The introduction of Canadian farm products into the United States, too, must lessen the prices American farmers would obtain. And yet, at the forty-fourth annual meeting of the National Grange at Atlantic City November 16-26, State Master Creasy, of Pennsylvania, chairman of the committee on agriculture, is reported to have asserted in his annual report, "that three-fourths of the farmers are in debt, despite the computations of the Agricultural Department in the contrary." Hence the difficulty of a Free Trade schedule in food stuffs.

COAL.—The mining of bituminous coal is one of Nova Scotia's largest industries, the royalties on the output forming one-third of the provincial revenue. Mine operators and operatives consider reciprocity a catastrophe for the province, and the local government can hardly be expected to view it favorably. American coal entering Canada is taxed 53 cents a ton, to protect the home product, and while reciprocity would give Ontario and Quebec cheaper coal, Nova Scotia contends that her people pay an extra charge on food stuffs and manufactures from these provinces to "protect" these industries, demanding that the abolition of duty on coal be followed by similar treatment for competing products.

FISH.—The fishing industry of the Pacific Coast is already largely controlled by Americans, as well that centered at Victoria and Vancouver as that prosecuted from Seattle and Tacoma. Many observers on the Atlantic seaboard fear the same result for that region under reciprocity, arguing that this would give American fishermen an advanced base in the Maritime Provinces to conduct their operations more successfully, and maintaining that it would be wiser to strengthen the barriers against them and trust to the rapidly increasing demand for sea food in America to provide ample outlets for the Canadian product and to effect the removal of the duty therefrom.

PULP WOOD.—American industrial interests desire free entry of Canadian pulp wood, but the rapid depletion of America's forest wealth had induced Canadian provinces to prohibit the export of this raw material, thus compelling its manufacture, with large employment of labor, within their territory. The "Crown" or public lands in each province are controlled by the provincial government, and as that of Ontario is Conservative, and therefore hostile to the Laurier cabinet,

while that of Quebec, though Liberal, is equally strong for this policy, the resulting impasse seriously affects the reciprocity negotiations.

AGRICULTURAL IMPLEMENTS.—The Canadian West demands cheaper appliances, contending that Canadian-made machines sell in America and Britain for less than at home and asserting that Canadian manufactures secured from the Ottawa parliament remission of the duties on steel used in making "parts" therefor, and then imported most of this raw material, formerly obtained locally; but made no reduction in prices to the farmer, merely increasing their own profits by the duty thus saved. Canadian manufacturers decry this agitation, retorting that the farmer pays no more for his necessities than twenty years ago, but gets 40 to 100 per cent. more on what he sells.

OBSTACLES TO TREATY-MAKING

These complications would almost seem to make reciprocity hopeless. Yet situations apparently as unsolvable have been coped with heretofore, though this one will probably tax the ingenuity of the negotiators to the utmost. Nor would all obstacles be overcome with the signing of an agreement, if this stage should be reached. Indeed, in some respects they would be only commencing. A draft treaty would then have to run the gantlet of two parliaments. Its ratification by the American Senate requires a two-thirds vote; and would enough Democrats be found willing, under existing political conditions, to assist the Taft administration by voting for a pact which might bring prestige to the Republican party? Moreover, this could only apply until March 4, and after that, with the Democrats controlling the House and probably able with the help of "insurgent" Republicans to dominate the Senate also, would "stand-pat" Senators assist the Democrats in approving such an accord, with both parties "playing for position" with an eye to the Presidential campaign of 1912?

With the Canadian ministry the position would be somewhat different, because if min-

isters pledged themselves to the agreement they could certainly force it through the Dominion Commons, though there are some who doubt if the Senate, while strongly Liberal, could be relied upon to confirm an agreement unless it was undisputably advantageous to the country. Prominent Liberal Senators, untainted by suspicion of personal motives, have declared against reciprocity; other prominent Liberal Senators are so closely identified with Canadian industries that they must necessarily take the same course, while the Conservative Senators are unanimously against a treaty and, except in western Canada, there is little popular sentiment for it.

Even the newspapers supporting the Laurier government, with one or two exceptions, are but apologetic at best in their seemingly perfunctory advocacy of the negotiations. Captains of industry working harmoniously with the cabinet in progressive policies generally, declare their opposition, and one notable personality stated his willingness to pay indefinitely the \$250,000 a year which the duties on coal represent to the enterprises in which he is interested rather than see existing business conditions altered by American competition. Even in western Canada, where the sentiment for freer trade is more pronounced and whence a delegation of five hundred farmers was to visit Ottawa in December to advocate improved trade relations with the United States, their policy was understood to be an enlargement of the "British preference" from 33 to 50 per cent., coupled with free import of farming machinery.

Such is the situation which will face the conferrees when negotiations are resumed at Washington early in January. And it will be interesting to see if their efforts bear fruit in a satisfactory accord or if the *pourparlers* break down and the two countries determine to continue their trade relations on the present basis, modified somewhat by the possible reduction of the American tariff independent altogether of a fruitless reciprocity agitation.





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MAKING OVER CHICAGO—THE PROPOSED BOULEVARD ON MICHIGAN AVENUE

THE LONDON TOWN PLANNING CONFERENCE

BY JOHN IHLDER

(Field Secretary, National Housing Association)

THE recent International Town Planning Conference in London (October 11-14, 1910) brought out an array of facts and opinions both interesting and valuable. Theorists and dreamers were there to present pictures of urban Utopias of the future, sentimentalists to call attention to the value and beauty of much that is old, and, like old things generally, possessed of that inherent perversity which makes them get in the way of the hustling, matter-of-fact utilitarian. And the utilitarian was there to prove his contentions by facts and figures. So, with its great exhibition of models, maps, and pictures showing what has been done in Germany, what is being done in Great Britain, and what is planned to be done in the United States; with its addresses and discussions by architects, civil engineers, social workers, and city officials from all parts of Europe and America; and with its visits to municipal workmen's houses, garden suburbs, and garden cities in and around London, the conference presented a fair impression of what is being accomplished by

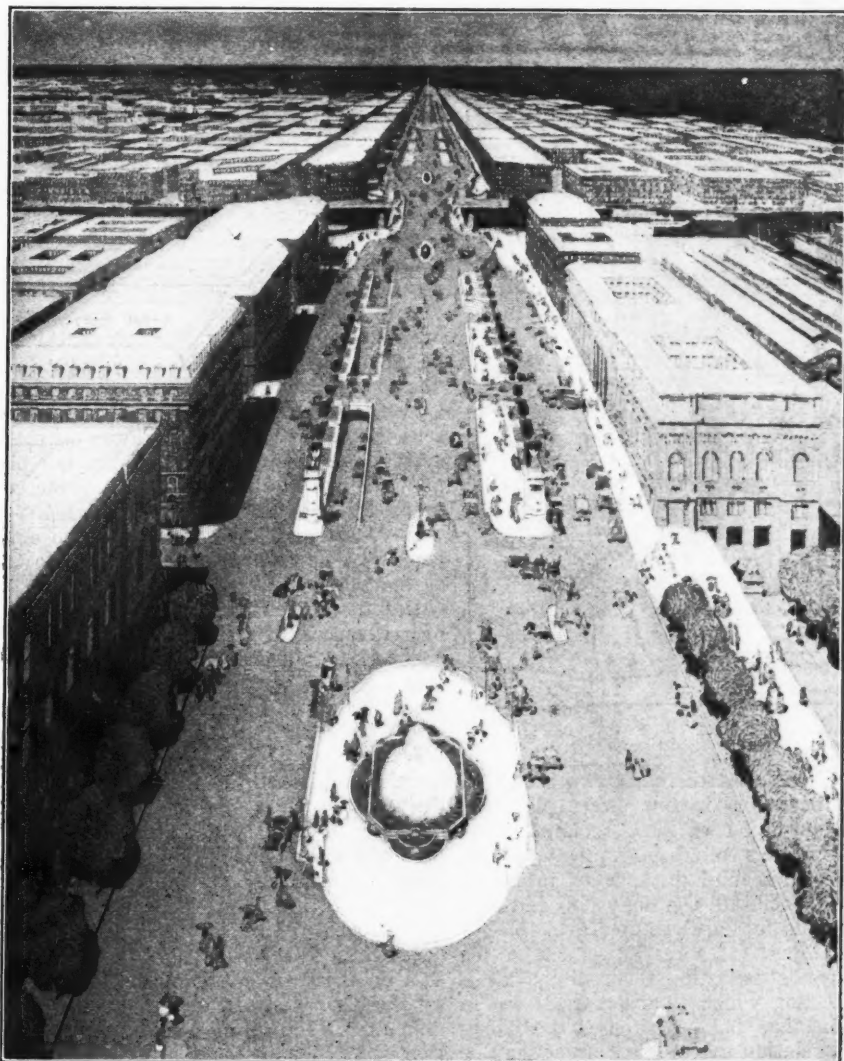
the civilized nations of the world in the effort to make their growing and problematic cities not only decent and wholesome, but attractive and inspiring.

Mr. Leonard Stokes, president of the Royal Institute of British Architects, under whose auspices the conference was held, said that its purpose was to interest the public and bring home to the general imagination the wastefulness of the present patchwork and hand-to-mouth building. For, he declared, if the people want good healthy towns, they will have them. So far as England was concerned the conference evidently fulfilled its purpose. Mr. John Burns, president of the Local Government Board, gave local municipal authorities permission to send representatives up to London at public expense. As a result the meetings at Guild Hall and the Royal Institute of British Architects were so crowded that overflow meetings had to be arranged.

The keynote struck by Mr. Stokes was repeated by several later speakers, notably Mr. Daniel H. Burnham, of Chicago, who

presided at one of the sessions. Mr. Burnham's great pictures of the glorified Chicago of the future were in some respects the most impressive exhibits at the Royal Academy. Perhaps the contrast they present to the Chicago of to-day led him in his address to dwell upon the need of arousing public interest and to declare that any physical plan the people want can be carried out.

Another American, Charles Mulford Robinson, of Rochester, N. Y., made a strong plea for the application of common-sense to street planning, and illustrated his idea of what should not be done by pointing to the city of Washington, America's first and, with the possible exceptions of Detroit and Buffalo, only example of thoroughgoing town planning carried into effect. Mr.

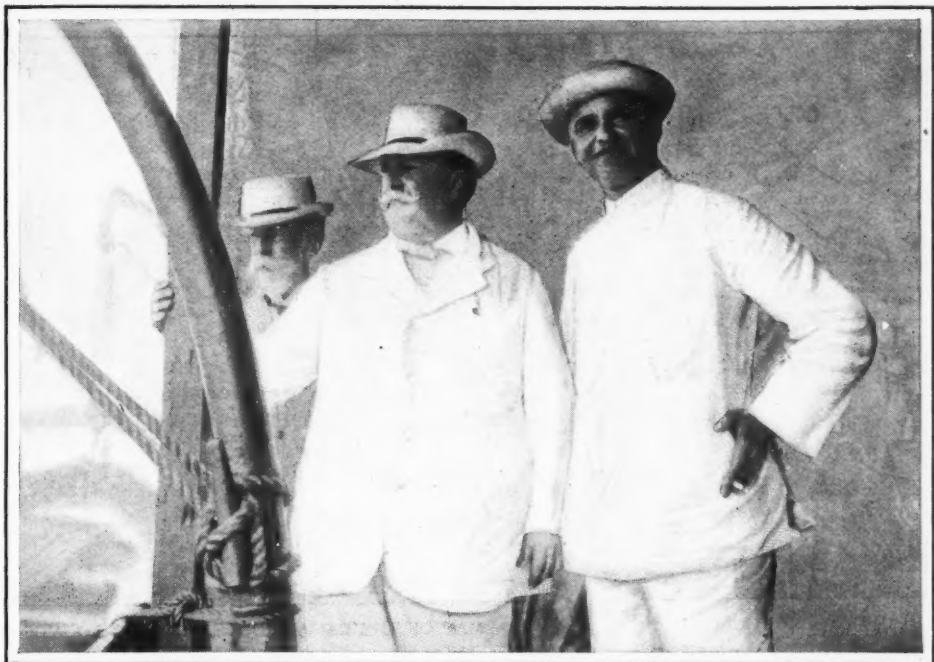


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PROPOSED BOULEVARD TO CONNECT THE NORTH AND SOUTH SIDES OF THE CHICAGO RIVER

(The boulevard is raised to allow free flow under it of east-and-west teaming traffic, and both Michigan Avenue and Beaubien Court are raised to the boulevard level. The raised portion throughout its entire length, from Randolph Street to Indiana Street, extends from building line to building line.

It is approached from the cross streets by inclined roadways or ramps)



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PRESIDENT TAFT AND COLONEL GOETHALS INSPECTING THE PACIFIC END OF THE PANAMA CANAL IN NOVEMBER

REALIZING THE DREAM OF PANAMA

RESULTS ALREADY ACHIEVED ON THE ISTHMUS ASSURE THE COMPLETION OF THE CANAL WITHIN THE NEXT THREE YEARS

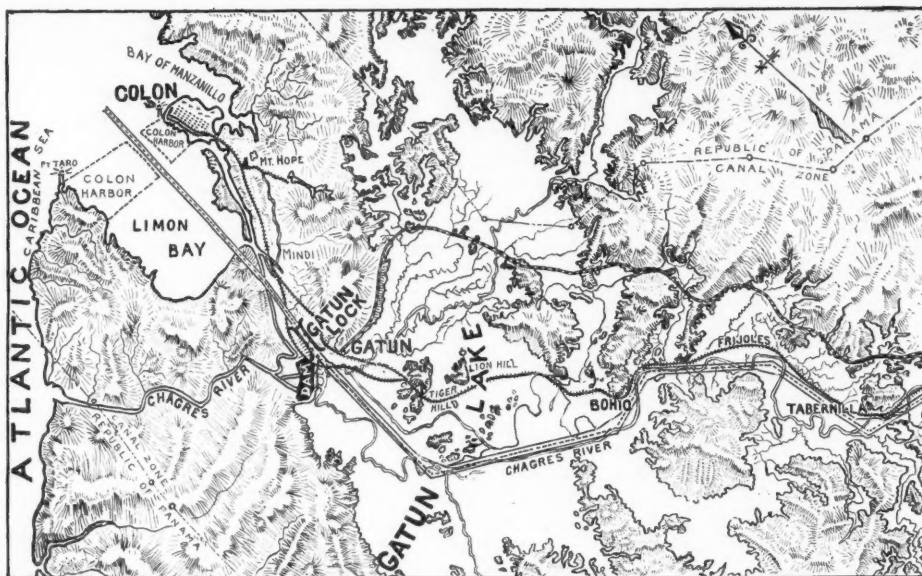
BY GEORGE F. AUTHIER

IT is now possible to see the Panama Canal in process of building, and at the same time derive from such a view a picture of the completed waterway. January 1, 1914, will see commercial vessels passing from ocean to ocean, and as early as June 1, 1913, smaller vessels may be utilizing the canal. The date of January 1, 1915, remains the date set for the official opening, when a fleet of American warships will pass through the waterway, which will then be thrown open to the world marked "finished."

The time elapsing between January 1, 1914, and January 1, 1915, will be devoted to the task of "tuning up" the machinery so that no accidents to American warships can affect the confidence of the American people in the military as well as the commercial adequacy of the canal.

The recent visit of President Taft and that of the Appropriations Committee of

the House of Representatives, called marked attention to the progress of the work. While the American people have been clamoring to see "the dirt fly," Colonel Goethals and his corps of assistant engineers have been quietly devoting their army of something like 35,000 men to the task of successfully encountering the difficulties offered. Heretofore, the picture in the minds of the American people has been one of preparation, of a task in the process of evolution. There was presented to the President and to the members of the Appropriations Committee the picture of a work that had "set." Order has been evolved out of chaos, a matchless organization has been perfected by Colonel Goethals which works like a machine and makes use of every minute of time. The engineering problem involved in the taming of the turbulent Chagres River has been solved by the construction of Gatun dam,



MAP OF THE CANAL ROUTE, SHOWING LOCATION

the locks are in process of construction, and the only portion of the work which Colonel Goethals cautiously regards as still in an experimental stage is the excavation of Culebra cut, where slides are offering unexpected physical difficulties. But, the only problem here appears to be one of time. In spite of it, the canal will be completed, not on time, but a year ahead of time, and within the contemplated cost of \$375,000,000.

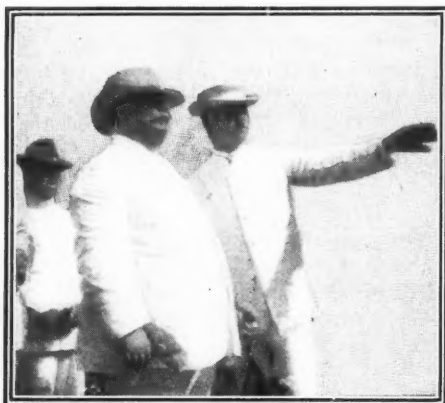
An idea of the present status of the work may be obtained from the report of November 26, 1910, which showed that the excavation for the entire canal was 72 per cent.

completed; the Gatun locks were 44 per cent. completed, the Pedro Miguel lock 51 per cent. completed, and the Miraflores locks 5 per cent. completed.

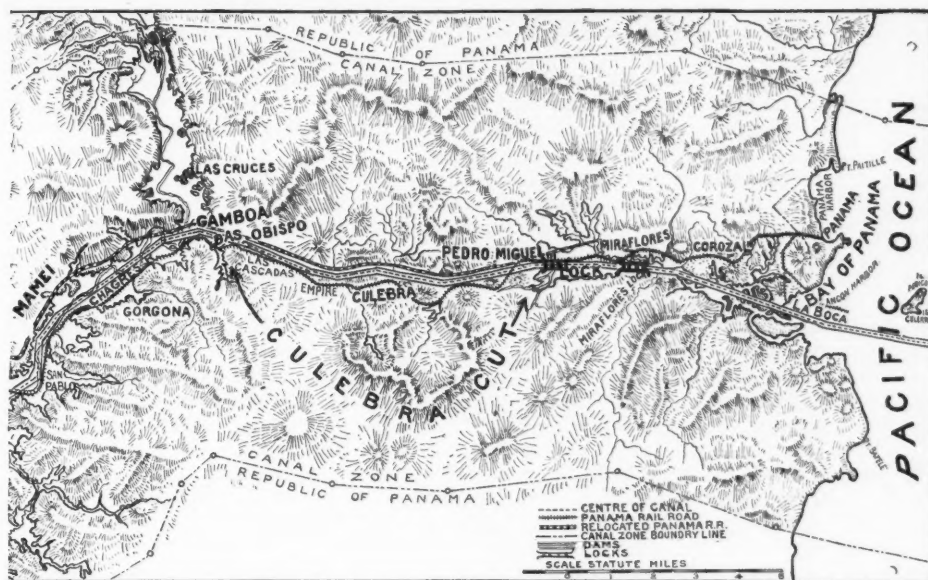
DOING TWO YEARS' WORK IN ONE

The ensuing fiscal year will see increased activity in the work of construction. The Isthmian Canal Commission has submitted estimates asking for an appropriation of approximately \$47,000,000, as compared with the appropriation of \$37,855,000 made for the present fiscal year. The purpose involved in this proposed increased appropriation is to concentrate practically two ordinary years' work in one. The machinery evolved for the construction has reached its highest stage of efficiency. Dredging will hurry the excavation work in Culebra. The contractors building the gates for the locks have agreed to deliver the leaves for the gates six months earlier than was anticipated in their contract. The locks will be completed by June 1, 1913.

In considering the progress of the work and the likelihood of its completion at the time mentioned, it should be remembered that most of the construction has been done in the past three years. The United States took possession of the canal in May, 1904; but the work of actually making the "dirt fly" did not begin until 1907. The three years that intervened were devoted to prep-



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COLONEL GOETHALS POINTING OUT TO THE PRESIDENT
SALIENT FEATURES OF THE CANAL WORK



OF IMPORTANT DAMS, LOCKS AND CUTS

aration. This involved the construction of houses for employees, the establishment of a food and water supply, sanitation, and the assembling of a plant. In 1907 the active work of excavation commenced. The total amount of excavation required to build the canal under the present system is estimated at 212,445,766 cubic yards. Of this amount, 29,908,000 cubic yards of excavation usable in the American plan had been completed by the French prior to May 4, 1904, leaving 182,537,766 cubic yards to be excavated by the American builders. The following table will show the manner in which the Americans are performing this Titanic task:

| | AMOUNT EXCAVATED Cubic Yards | Monthly Average |
|----------------------------|------------------------------------|--------------------|
| May 4 to Dec. 31, 1904... | 243,472 | 30,434 |
| Jan. 1 to Dec. 31, 1905... | 1,799,227 | 149,936 |
| Jan. 1 to Dec. 31, 1906... | 4,946,497 | 412,375 |
| Jan. 1 to Dec. 31, 1907... | 15,765,290 | 1,313,774 |
| Jan. 1 to Dec. 1, 1908... | 37,116,735 | 3,093,061 |
| Jan. 1 to Dec. 31, 1909... | 35,096,166 | 2,924,680 |

The work already done up to November 1, 1910, including the small portion excavated by the French, amounted to 151,207,921 cubic yards, leaving 61,237,845 cubic yards still to be removed. At the beginning it was thought that a total excavation of 1,000,000 cubic yards a month would be the maximum of efficiency, but the average of 3,000,000 cubic yards a month has been maintained for two years and the month of March, 1909,

shows the high record of 4,062,000 cubic yards. To properly appreciate the difficulty involved in such a record of accomplishment, it should be remembered that the rainy season extends over nine months of each year.

In addition to this record of excavation, the task of building the Gatun dam has been in progress, immense quantities of concrete have been laid in the locks and spillways, and the thousand and one other details of the work have been taken care of.

THE MAN BEHIND THE SHOVEL

This marvelous record of efficiency is probably due more largely to the perfect organization evolved by Col. George W. Goethals, chief engineer and chairman of the Isthmian Commission, than to any other cause.

When Colonel Goethals arrived on the Isthmus, he found an admirable transportation system arranged by his immediate predecessor, Mr. John F. Stevens, who had been engaged in railway construction, and he brought his ability in this line with him to the Isthmus. The initial problem of canal construction was transportation. The army engineers who have succeeded Mr. Stevens are generous in their praise of the work of their civilian predecessor.

Colonel Goethals took this plan as a basis, and has carried out its completion, until now one of the most perfect transportation systems in the world is being utilized, and a plant

is installed which is as efficient as the genius of man can evolve.

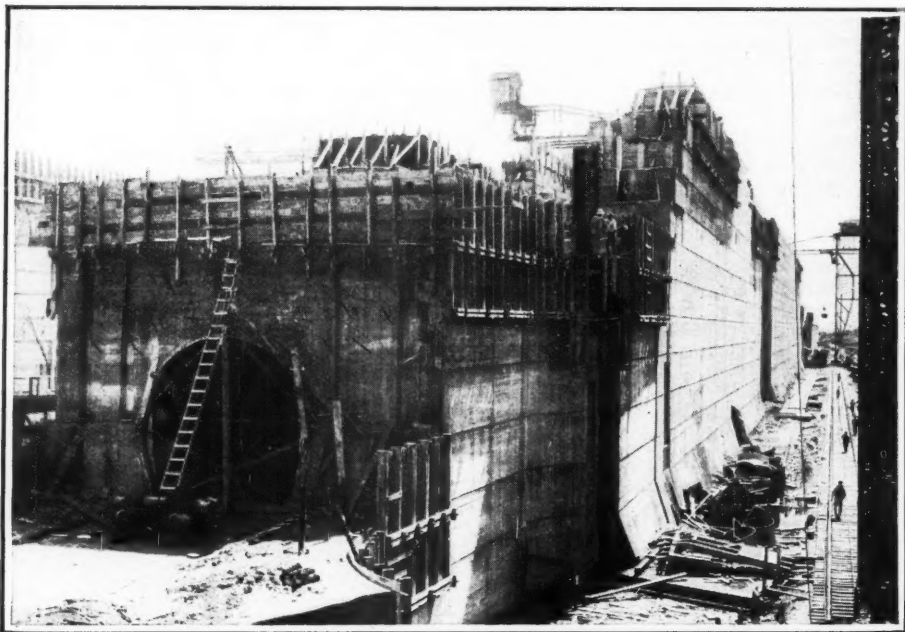
The military plan of organization which has been worked out aims to utilize this plant to its greatest degree of efficiency. Colonel Goethals has demonstrated the possession not only of engineering skill in meeting the problem of canal construction, but has shown himself the possessor of rare executive ability. To-day, he is the actual as well as the nominal head of the commission. He has likened his force to an army in the field, and no better simile could be found. Colonel Goethals is the commander-in-chief of this army. The Canal Zone is the scene of operations and the canal "job" is the enemy against which the army of 35,000 men, 2000 miles from its base of supplies, is directing its energies.

The result of the organization is the most complete example of paternalism in government ever known in the history of the world. Men are housed, fed, and cared for by the Government, which also looks after their personal, physical, educational, and religious needs. It supplies the schools, and pays the salaries of the ministers of the gospel. Of this entire organization, Colonel Goethals is the head and absolute chief, within a reasonable limitation of law. Each man, whether a skilled mechanic, a clerk, or a West Indian laborer, is a cog in this wonderfully smooth-

working machinery which is digging the canal and solving the problem of an international waterway that has been the dream of centuries.

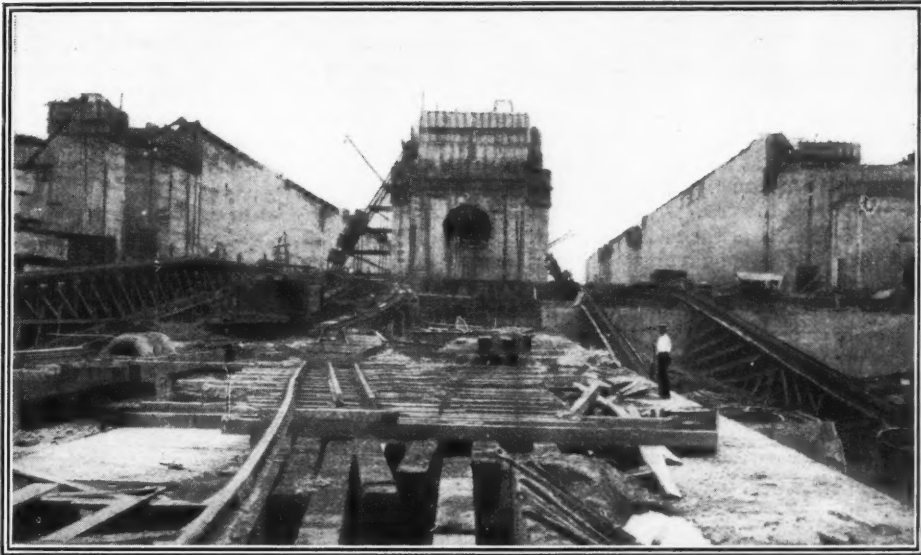
THE TRIUMPH OF SANITATION

While the record of actual excavation shows comparatively little accomplished in the first few years of occupation, much of the efficiency of the present working organization is due to the thorough preparation made at that time. The victory which sanitation has gained over the pestilent conditions of a tropical country has made it possible to solve the canal problem. To-day the Isthmus is as healthy a place as can be found anywhere in the tropics. A trip over the Canal Zone will show pipe lines running in every direction. These carry oil designed to eliminate the disease-spreading mosquito. Under the administrative direction of Col. W. C. Gorgas, the problem of sanitation has been worked out. The value of the sacrifice made by Dr. Lazear who gave up his life and of the devoted physicians who risked theirs in testing the mosquito theory of the dissemination of yellow fever, is shown to-day on the Isthmus. Yellow fever is unknown. Colonel Gorgas has applied the methods learned in Havana, and his success will be a lasting monument to him. Screens are in all of the houses on the



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THE CENTER CONCRETE WALL AT PEDRO MIGUEL



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VIEW OF GATUN, LOOKING SOUTH FROM FOREBAY, SHOWING CENTER CONCRETE WALL NEAR COMPLETION

Zone, but they are practically unnecessary so far as protection against the mosquito is concerned, for the mosquito finds the problem of existence difficult and almost impossible on the Isthmus.

TWELVE HOURS FROM OCEAN TO OCEAN

According to a time-table of transits which Colonel Goethals has prepared, twelve hours will be allowed the slowest ship in passing through the canal. This allows three hours for passage through the locks. The canal, from deep water to deep water, when completed will be $50\frac{1}{2}$ miles long and the distance on land will be $40\frac{1}{2}$ miles.

In passing from the Atlantic to the Pacific side, the ships will enter the canal from Limon Bay, passing through a channel 500 feet wide to Gatun, a distance of about seven miles. Here it will enter a series of three locks in flight, and will reach at once the highest elevation of the canal, 85 feet, and will find itself on the surface of Gatun Lake. This is the immense lake formed by impounding of the waters of the Chagres River by Gatun dam and will cover an area of 164 square miles. Over this lake, steamers will move at full speed for a distance of 24 miles until they reach Bas Obispo, the entrance to Culebra cut. The length of Culebra cut is about nine miles, the minimum width of the channel being 300 feet at the bottom. At

Pedro Miguel, one lock will lower the ship to the level of $54\frac{2}{3}$ feet above the sea level. The descent from Pedro Miguel is to a lake $1\frac{1}{2}$ miles long ending in the Miraflores locks. Two locks will lower the vessel to the sea level. Passing through a bottom channel 500 feet in width, the vessel will then pass out to the Pacific, covering $8\frac{1}{2}$ miles in the sea-level channel.

This brief review of the physical characteristics of the canal is given to convey an additional picture of the progress of the work. It will be seen that the actual work of dry excavation is chiefly centered in the Culebra cut and in the foundations for the locks. The picture of the canal does not carry with it a view of continuous channel. The greater distance is over the surface of Gatun Lake. The actual visible channels are at the entrances on the Atlantic and Pacific sides and at Culebra cut.

THE GREAT GATUN DAM

While the visitor at the Isthmus is disappointed in not seeing more indications of an actual canal channel, he is compensated by the evidences of engineering construction, by the scenes of activity that meet his eye at every point, and by the spectacle of the locks, giant skyscrapers of stone, which rear themselves at the three different points mentioned. Gatun dam, in itself, is a disap-

pointing spectacle. It is so immense that it does not have the appearance of a dam so much as of a natural mound connecting the side hills at Gatun.

While a great deal of attention has been directed to this structure, it is really less of an engineering feat than has been generally supposed. The dam from end to end is 1.8 miles long and 1900 feet wide at its greatest width. The crest of the dam will be 115 feet above sea level, placing it about 30 feet above the normal level of Gatun Lake. The width of the dam at the 85-foot level, where it meets the crest of the lake, will be 375 feet.

The dam is semicircular in shape, meeting and including elevations or hills in its contour, which have been left intact, reducing the cost of construction. There can be no doubt of the ability of the dam to withstand the pressure of the impounded waters of the Chagres. The slope on the water side is so gradual that instead of the exertion of the pressure in anything like a direct form it will be directed downward instead of upward. In picturing the canal, imagine two outer structures, or toes, built of dump material from the canal. These "toes" are the framework of the dam, and continue from end to end. They permit of a fill between, about 860 feet in width at the bottom. This fill is made of impermeable material, pumped in by suction dredges, which pump a constant stream, 20 per cent. solid, filling in at the rate of from 300,000 to 400,000 yards of material per month.

In the middle of the dam is a spillway,

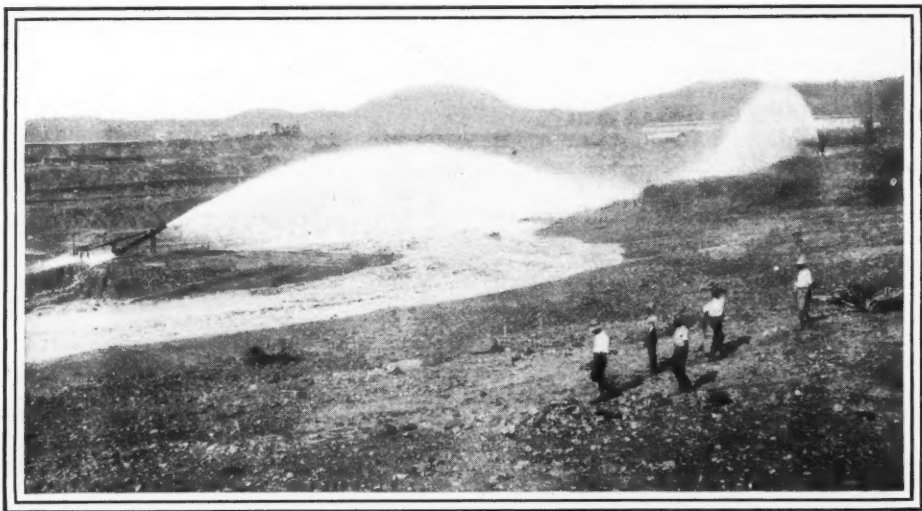
with a concrete floor, 300 feet wide, to accommodate the overflow from the lake. The spillway will be equipped with movable gates which will permit the engineers in charge to regulate the flow of water. In the wet season, the gates can be removed, permitting an extra flow of water, and in the dry season they can be closed.

The work on Gatun dam is nearing completion and will be ready simultaneously with the completion of the locks. The water is already beginning to collect in Gatun Lake and it is anticipated it will take about two years to fill the reservoir. Across the bed of the lake the Chagres River meanders, crossing the proposed channel about fifteen times. The Gatun dam has enabled the American builders to ignore this treacherous stream.

THE LARGEST LOCKS IN THE WORLD

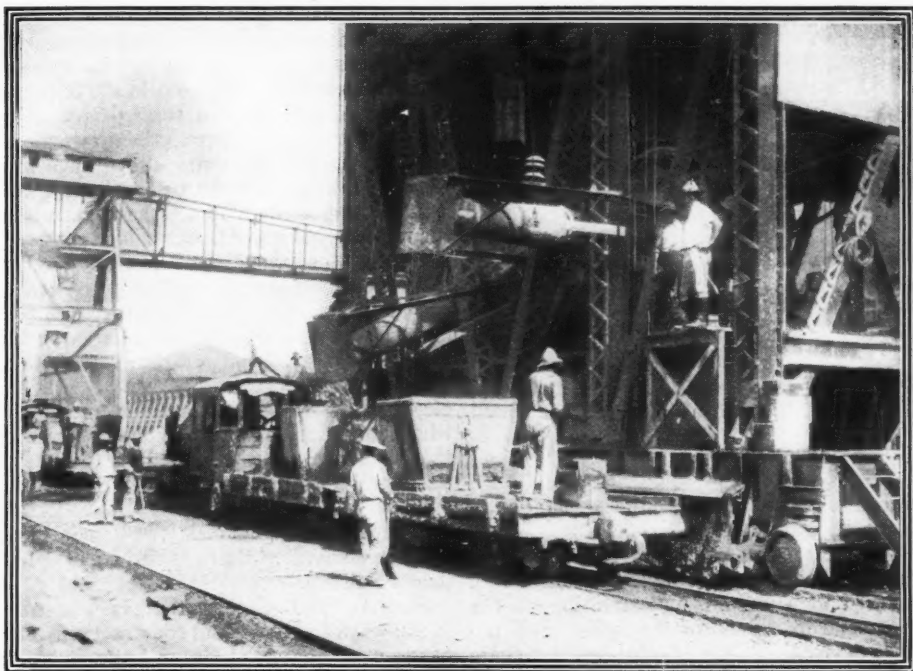
In the construction of the locks the canal builders have had to meet novel difficulties. In the first place, the locks are the largest ever designed. They are constructed in pairs, and involve an immense amount of excavation and of concrete laying. Excavation of 5,500,000 yards of dirt is necessary for the construction of the twelve that will be built.

The locks will be approximately 81 feet high. The center wall has a width of 60 feet for its entire height. The side walls will be from 45 to 50 feet wide at the surface floor, narrowing at a point about $24\frac{1}{3}$ feet above the surface of the floor until they are 8 feet



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CLEARING MUD AWAY BY WATER PROCESS AT MIRAFLORES



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THE CONCRETE MIXER AT PEDRO MIGUEL

wide at the top. The interior chambers for the accommodation of ships will be 110 feet, usable width, and 1000 feet long, large enough to hold the biggest ship ever built.

In order to facilitate the passage of ships through the locks, intermediate gates will be placed in the lock chambers dividing the locks into chambers of 400 and 600 feet respectively. When a monster ocean liner passes through, the two chambers can be thrown into one. Most of the ocean-going vessels are less than 600 feet in length.

Through the center wall, about $42\frac{1}{3}$ feet above the surface, will be a tunnel, with three galleries. The lowest gallery will be for drainage, the one above for the use of electric wires used to operate the machinery, and the upper gallery will furnish a passageway for the operators.

Lateral culverts, eighteen feet in diameter, large enough to accommodate a train of cars and a locomotive, will allow the water to run, by gravity, to the lateral culverts which will pass beneath the floors of the locks. Holes in the floor about eighteen feet apart connect with these lateral culverts, allowing the water to flow upward, thus minimizing the oscillation that would otherwise result from too rapid an inflow. With both culverts turned

on, it will require about eight minutes to fill the locks. The holes permitting the water to flow upward into the locks will be controlled by valves of the Stoney gate type. They move on rollers, in frames, to reduce the friction. With the water turned on, these gates will bear a weight of 275 tons of water pressure.

The lock gates will be mammoth steel structures, 7 feet thick, 65 feet long and from 47 to 82 feet high. They will weigh from 300 to 600 tons each. Ninety-two leaves will be needed for the entire lock construction of the canal, with a total weight of 57,000 tons, fit appurtenances for structures that involve the use of 4,500,000 cubic yards of concrete and as many barrels of cement.

INSURING SAFETY IN THE USE OF THE LOCKS

In building the locks the canal builders have built for safety. The greatest number of lock accidents in the past have occurred through the use of their own power by vessels passing through. No vessel will be allowed to traverse the Panama locks under its own power.

Electrical locomotives will run along the tops of the locks, towing the vessels, the power



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THROWING MUD INTO THE DAM AT GATUN

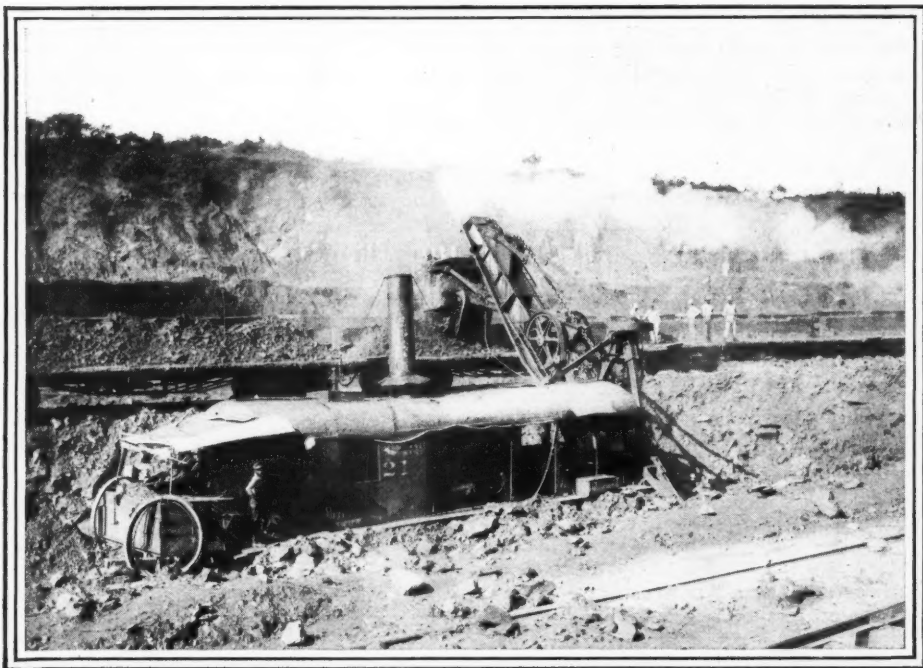
to be generated from the head made by Gatun dam and Lake.

Still other safety devices have been arranged. For example, double gates have been installed for simultaneous operation at the upper and lower end of the locks. Still another device for safety is furnished in a chain which lies along the surface of the water attached to capstans on the wall. This device, it is estimated, applying frictional resist-

ance at a varying rate as it develops, will stop a 10,000-ton vessel, moving at the rate of six miles an hour. When not being used, the chain will rest in a groove in the floor and can be raised at will. A third device is the use of a portable dam across the upper gates. This is in the form of a swing drawbridge with wicket girders which can be let down one at a time. All of these devices have been used successfully, but never before in lock construction have all of them been installed together.

At the locks the visitor witnesses a scene of strenuous activity. He sees immense mixing plants, huge cranes carrying buckets over the walls, lowering cement and concrete at their various places. He sees steam shovels engaged in the work of excavation and everywhere men busy as ants, building structures that rival steel skyscrapers in their height and size, and far outreach them in the quantity of material used. At Gatun the upper lock is completed, the second lock is well under way, and the excavation for the third lock is practically finished.

From Gatun to Culebra there is little to see in the way of actual canal construction. One passes over the bed of Gatun Lake, in which little work will have to be done with the exception of cutting trees and lowering a few hills in the channel. The trip is made over the



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A STEAM SHOVEL AT WORK IN CULEBRA CUT



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THE CULEBRA CUT AS IT APPEARS TO-DAY

Panama Railroad, which will be submerged by the lake, a fact that has necessitated its relocation at a higher level, at a cost of \$185,000 a mile. This relocation line, with the exception of nine miles on the Pacific end, is now practically complete, and much of it is in partial use.

THE FAMOUS CULEBRA CUT

At Culebra cut, the visitor sees the great difficulty in the pathway of the canal. In entering the cut, one is reminded of the Royal Gorge in Colorado. The tips of Gold Hill on one side and Contractor's Hill on the other rise up ahead, and through the gorge already excavated one sees the work of excavation in actual progress. The cut is about nine miles in length and at either end it has been practically brought down to the proper level.

The elevation in the center permits loaded trains to run down grade both ways. When the Americans took over the work they found the French had made a narrow cut near Gold Hill, having lowered the surface by 140 feet. The Americans immediately started in to widen the cut to the proper dimensions and to remove the 153 feet still remaining in order

to bring it down to the proper level. At Empire, the highest level in the canal prism, there was still remaining about 85 feet in August last. This has since been reduced.

In order to protect the gorge from flooding, it has been necessary to parallel the sides of the canal prism with ditches or "diversions," which allow the flood waters to flow into the Chagres at Gamboa on the east side, and at Matachin on the west side. These drainage ditches, or diversions, themselves involve an immense amount of work. The diversion at Obispo involved the removal of 1,000,000 cubic yards of material.

HOW THE SHOVELING GOES FORWARD

The banks of the cut rise in terraces, making the different levels upon which the steam shovels work. In this gorge an army of men is at work. Constant blasting results in a series of detonations that seem to indicate the progress of a heavy bombardment. Trains loaded and unloaded are running back and forth carrying the spoil, while the steam shovels, working with almost human ingenuity, each one doing the work of 600 men, are constantly at work. From fifty to sixty of these huge machines are engaged in the

work of excavation, each equipped with dippers varying in capacity from $2\frac{1}{2}$ to 5 cubic yards.

The earth is first blasted and then the shovel grabs in its capacious maw the loosened material, never hesitating even at a rock that seems as solid as Gibraltar. There is great rivalry among the steam-shovel engineers to see which can make the best record.

Preparing for the steam shovels are the men drilling blast holes in which to place the dynamite. The holes are drilled with air drills, supplied by one of the largest pneumatic air plants in the world.

It is here that the canal builders have encountered their greatest difficulty. Slides are constantly impeding the work and making additional excavation necessary. The French encountered these slides, and they continue to increase in volume as the canal prism is deepened. The best known slide is that of Cucuracha, just south of Gold Hill, where an area of over 27 acres is in motion. In 1907 the maximum movement of this slide was 14 feet in twenty-four hours. Other slides have developed from time to time. When they occur there is nothing to do but to start a steam-shovel gang taking out the earth as fast as it fills in. Over 1,000,000 cubic yards are still in motion and will have to be removed. While the slides offer difficulties, it is not expected they will affect the total cost and amount of the work by more than 1 per cent. No serious danger

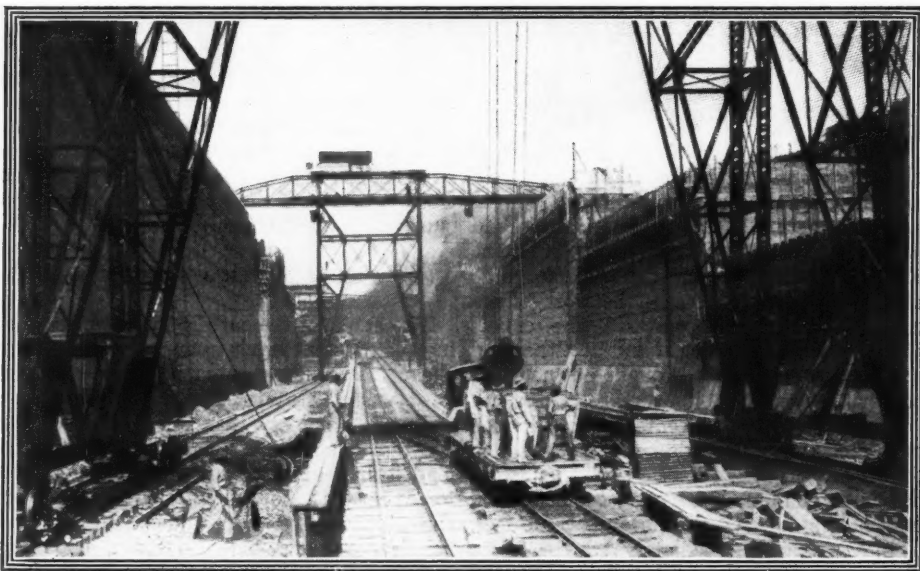
from these slides is anticipated after the completion of the canal.

It is also in Culebra cut that the visitor obtains an idea of the immensity of the plant. Here he sees many of the devices installed to lessen labor and to enhance accomplishment. Some idea of the magnitude of the mechanical portion of the work may be gathered by the fact that 100 steam shovels are at work on the entire line; that the plant carries 4131 cars, 279 locomotives, 18 dredges, 39 barges, and 16 pile-drivers on the canal alone, with 68 locomotives, 56 coaches, and 1495 freight cars on the railroad.

At Porto Bello are immense rock-crushing works with a force of 700 men, preparing rock for the concrete plant at Gatun. At Gorgona are immense machine shops, while on other portions of the canal are various other works and plants which serve to keep this army of men busy.

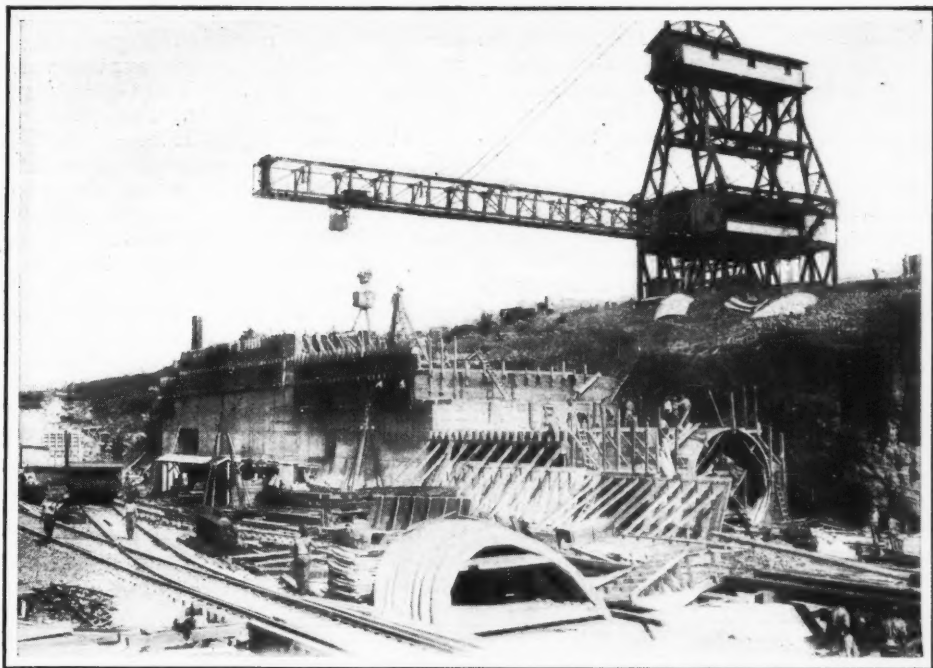
At Culebra one sees track torn up and laid down with seemingly reckless abandon. Over a mile of new track a day is not an unusual thing. To perform this task more expeditiously, a track-laying machine is used which does the work of 700 men. This is used especially on the dumps at Tabernilla, the largest one, and at other points where immense areas are being filled with refuse.

To unload the cars a steam plow is used, which is dragged along the tops of the cars, unloading the dirt loosened by the one million pounds of dynamite used monthly. The



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LOOKING THROUGH THE LOCKS AT PEDRO MIGUEL



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A GIANT CRANE LOWERING CONCRETE INTO THE SOUTH WALL AT GATUN

trains move backward and forward constantly, and only the President's special has been known to stop these constantly moving processions of cars carrying the spoil of Culebra. Much of the spoil is taken to Gatun dam, while some other portions are used in the breakwater that is being constructed at the Pacific entrance and the remainder is spread out on the dumps, where another device is used to scatter it after dumping from the cars. To operate this plant there is an army of 35,000 men, involving a pay roll of \$2,000,000 a month.

When the canal is complete breakwaters will protect both the Pacific and Atlantic entrances. Colon Harbor, on the Atlantic side, is open and unprotected. It will be enclosed by a breakwater, two miles long, extending northeastward from Toro Point Lighthouse. Another breakwater, about three quarters of a mile long, will protect the entrance channel on the east side.

The Pacific harbor is usually quiet, but to prevent the inflow of silt and to provide a dumping place for much of the Culebra spoil a breakwater is being built from Balboa, the Pacific terminus, to Naos Island, one of the several small islands in the harbor, four miles distant. These islands will probably

be used for fortification purposes, in case the policy of fortification is adopted. They are so situated as to prevent the approach of war vessels to a point where shelling can be effectively done. For the same reason, Miraflores locks were placed farther inland than was at first planned, in order that the locks might be out of shelling distance of the sea.

THE LABOR PROBLEM

In order to carry out this stupendous work Colonel Goethals and the Isthmian Canal Commission have met and solved the labor difficulty. In August of 1910 there were 45,000 men on the pay roll. Of these, 5000 were Americans. The remainder were Italian, Greek, and Spanish laborers, and colored laborers from Jamaica, Barbados, and other West Indian points. On September 28, 1910, there were 35,369 men actually at work. The discrepancy is explained by the fact that the West Indian laborer will never work so long as he has any money in his pocket. Of this number, actually working for the commission and not for the Panama Railroad, 4459 were on the gold roll, or on the roll which calls for the payment of wages in American currency, and

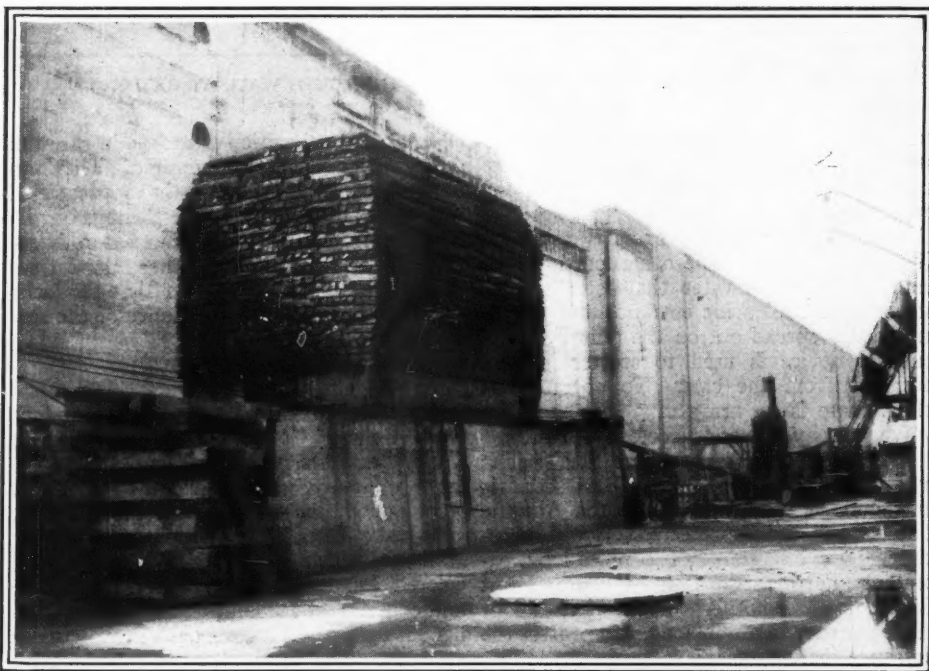
25,229 men were on the silver roll, or paid in Panamanian currency. The men on the gold roll include mechanics, skilled artisans, clerks, and officials. They are mostly Americans. By the distinction of the "gold employees" and "silver employees," the Government has solved the difficulty of the separation of the races. The signs over the eating houses, in the waiting stations, and in the railway cars, "for gold employees" and "for silver employees," indicate where the different races shall enter, with the elimination of any resulting discontent.

The generous wages paid to employees has minimized labor difficulties, although what may be the beginning of trouble was started when President Taft was on the Isthmus. Government employees cannot strike, but the boiler-makers, drawing 65 cents an hour (almost twice as much as they would receive in the United States), demanded an immediate settlement of their difficulties. The President refused to make an immediate answer, and they resigned, giving the required five days'

notice. Later they were ordered to perform certain duties and refused on the ground that under the terms of their agreement they were not required to do so. Colonel Goethals immediately discharged them. The complaint of the boiler-makers was the same as that of all hourly men. They were receiving 65 cents an hour, with "time and a half" for overtime. They were also receiving fifteen days leave of absence and thirty days sick leave, with the usual privileges, which, in the case of married men, is computed to be worth \$45 a month additional. They wanted six weeks leave of absence. After his return President Taft issued an executive order, allowing hourly men thirty days leave of absence, with pay.

UNCLE SAM'S REGARD FOR THE WELFARE OF CANAL EMPLOYEES

In addition to drawing a much higher salary than he could obtain in the United States, the Panama employee finds his lines cast in pleasant places. The Government looks upon him as a ward. He is provided with quarters,



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TESTING THE STONEY GATE VALVE

(These valves will control the flow of water from the lateral culverts into the floor of the locks in the canal. The valve is the thin structure between the concrete testing stand and the corded pig-iron on top. The testing wall was built for the purpose of testing the frictional resistance of the water that will rest on the valve when the lock is filled with water.

The pig iron, looking like cord wood in the picture, weighs 275 tons, the exact weight which the pressure of water will exert. The tests were for the purpose of determining the mechanism, the frictional resisting power, etc. The valves are made of steel, 10 feet 8 inches wide by 18 feet 10 inches high)

a modern house in the case of married men; his house is furnished, he receives free medical attendance and medicine, free fuel, free water and light, and ice is delivered at his door at cost, and free hospital service. He is eligible to membership in any of the social clubs, the Government furnishing the clubhouse with bowling alley, pool and billiard tables, superintendents and stewards, for which he pays \$10 a year, the money being used by the club for the purchase of books, magazines and other appurtenances. If he belongs to a church, he finds the church furnished and the preacher employed. He has free books, free schools and free school supplies. His children are taken to the schools and returned to their homes in conveyances. If they attend the high school, they are given monthly trip passes over the Panama Railroad to the high schools at Ancon and at Gatun.

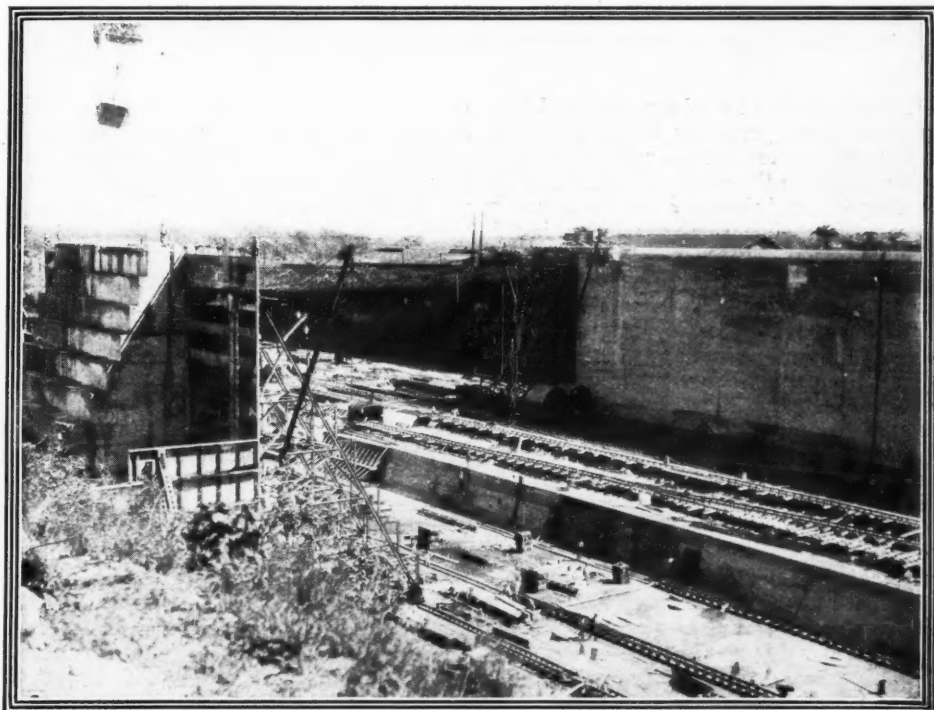
Through the commissary department, the high cost of living is eliminated. The American employed on the Isthmus eats beefsteak of a finer character than is usually obtained at home, and at less cost. The commissary department, under the management of Major

Wilson, runs special trains across the Zone, carrying fresh vegetables, fresh meats, fresh eggs, and at a lower price than would have to be paid in New York or Chicago.

CANAL ADMINISTRATION

Already the future administration of the canal is under discussion. As a result of his visit, President Taft has recommended a toll charge of \$1 per net ton register, which is a cut rate of 68 cents as compared with the tolls charged by the Suez Canal, and which, if adopted, may result in a commercial war between the Panama and Suez routes for the ocean commerce of the world.

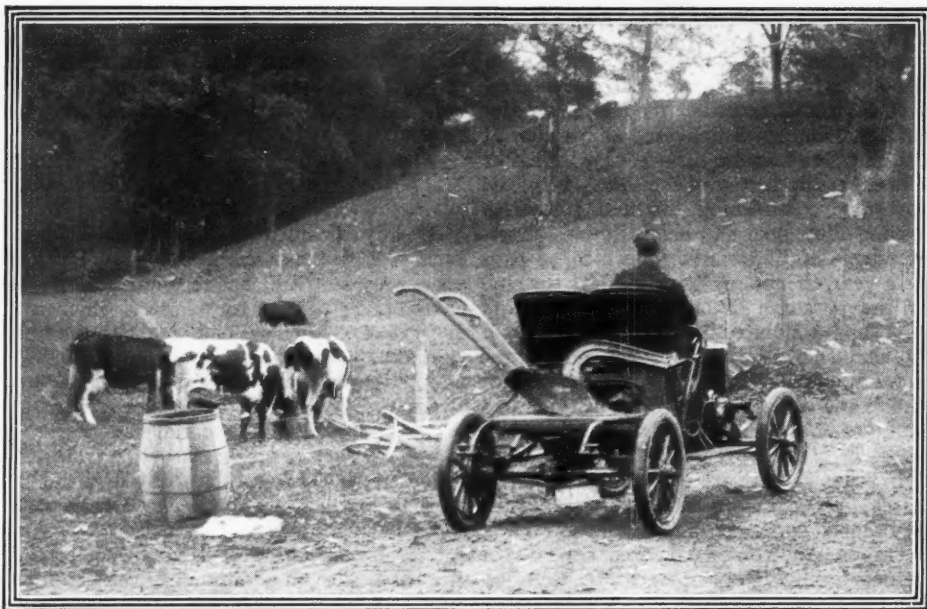
The progress of the construction work has also brought the question of the fortification of the canal to the front. The War Department has submitted an estimate and asked for an appropriation of \$19,000,000 for fortification, with an additional \$2,000,000 for a proper naval establishment. President Taft is committed to the proposed policy of fortification and the two questions will be thrashed out by Congress this winter.



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THE MIDDLE LOCK OF GATUN DAM

(Showing the full depth of the Canal and bottom, all completed)



PUTTING THE AUTOMOBILE TO GENERAL FARM USE

FARMING WITH AUTOMOBILES

BY GEORGE ETHELBERT WALSH

STEAM tractors have been employed for a good many years for heavy industrial motor vehicle work in nearly all parts of the world, but with the exception of tractors for plowing on our big Western ranches the use of these machines has been very limited in this country. Now that the explosive engine has reached a high stage of development, the gasoline tractor has appeared as an important factor in our agricultural life. It promises in a way to make revolutionizing effects in the planting and harvesting of our great crops and in the transportation problems of the rural districts.

The gasoline tractor is designed to meet both industrial and agricultural conditions of the country, and its work is almost as wide and varied as the conditions of trade and commerce. The automobile trucks are rapidly taking possession of the streets of our cities both for light and heavy hauling, but they are not intended to meet the requirements of the day in the rural and country districts, where hauling of heavy loads for long distances over all kinds of roads is the important issue. In England, tractors are in use designed for hauling gross loads of six and seven tons on ordinary macadam roads

graded up to 1 to 8, and, by the use of spuds affixed to the wheels, the tractors can haul trailers behind of from three to four tons. These English gasoline tractors can extricate themselves from soft ground or travel over very rough and uneven ground. The machines have the advantage over steam tractors both in the cost of fuel and in weight. The weight of fuel is about one-eighth of that of coal, and a further gain in weight is in the amount of water carried.

The English tractors are intended likewise for hauling agricultural machines, and are readily adapted in a semi-combined fashion for a great variety of farm work, such as hauling and operating plows, mowing machines, reapers and binders, and for driving threshing outfits, chaff cutters, grinders, and sawing equipments. The tractors are mounted on three wheels, all of which are adapted for propulsion, but the third is driven from the balance gear of the differential shaft. No one wheel can slip when rounding a corner unless the third wheel slips also, and, as the fundamental point of agricultural traction is grip on the ground, no great weight is therefore necessary for this type of tractor.

From actual experience these tractors have shown that from one and a half to two gallons of fuel they are able to operate for one hour a threshing machine, mow two acres of grass, mow and tie nearly two acres of grain, plow nearly one acre, or haul three tons six miles. There are three speeds provided for either direction— $3\frac{1}{2}$, $2\frac{1}{2}$, and 7 miles per hour.

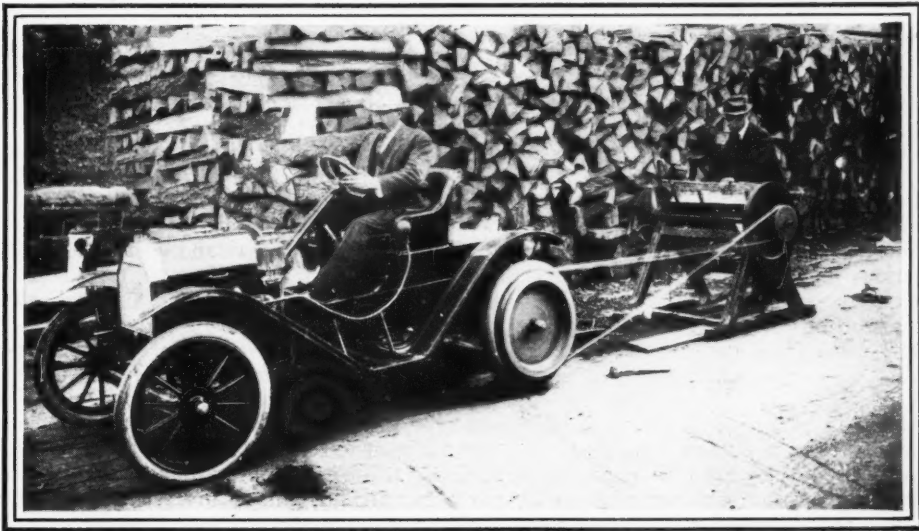
In the United States and Canada the gasoline tractor appeared later than in England, but it has multiplied far more rapidly in the last few years. Relatively speaking, the percentage of crops planted, harvested, and hauled to market by the tractors is very small, but it is increasing with marvelous rapidity. The question of power on the farm is to-day of crucial importance. The portable gas engine or tractor is revolutionizing agricultural conditions just as surely as the use of general farm implements did a quarter and half a century ago. Thousands of farmers are annually equipping their farms with gas engines of small and large power to operate grindstones, pump water, saw wood, chop fodder, grind feed, operate churns, and cream separators, and to furnish light for the barns and homes. On the larger farms and ranches the gasoline engines are doing the plowing, harrowing, mowing, threshing, and hauling of produce to market.

Where 75 per cent. of the rural community is given to mixed farming, combining dairying, hog raising, and the fattening of choice stall-fed beef cattle, the small portable gas

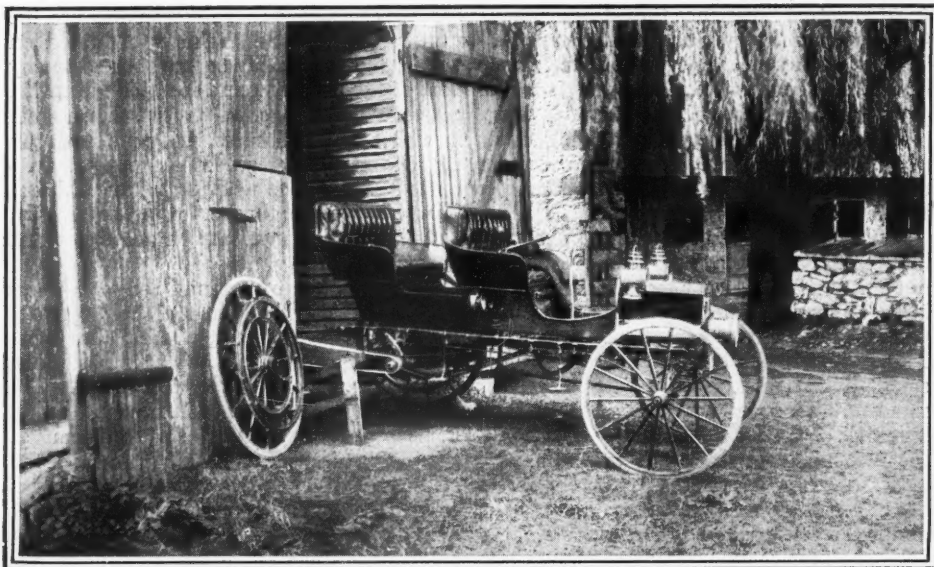
engines of from 5 to 10 horsepower are the most popular. The engine is mounted on wheels and can readily be transported to any part of the farm to grind feed for the cattle, cut corn for ensilage, pulp roots, thresh grain in the barn, and milk the cows and run the churns and cream separators. A five-horse-power engine will, for instance, thresh from 200 to 250 bushels of wheat a day, and only two men are required for the operation of it.

In regions where medium-sized grain farms are cultivated, with a crop of from 6,000 to 15,000 bushels, the problem is and always has been how to do the threshing with the least number of men and at the proper time. The gasoline portable outfit of from 12 to 30 horsepower has solved this problem for thousands of farmers. Many farmers of this class are equipped with portable tractors of from 30 to 35 horsepower, which have good hauling power and are sufficient to handle a good-sized separator fitted with both self-feeders and stackers, and also baggers. The engine is used also for plowing and much other work on the farm. A 12-horsepower engine is powerful enough to handle a 28-inch separator without feeder when a carrier instead of a wind stacker is used. This outfit may answer for the smaller farm, but not for the larger ones where the help problem is of such vital importance.

A comparison between the old-fashioned steam method of operation and a portable gasoline engine running a separator with



IMPROVED PORTABLE SAW-MILL FOR FARM USE



AN AUTO DOING DRAUGHT-HORSE WORK IN FRONT OF A CORN-CRIB

(The farmer can make this machine take the place of a small engine for sawing wood, shelling corn, pumping water, chopping feed, and churning, besides serving as a vehicle)

self-feeder and wind stacker may be summed up as follows:

| STEAM | |
|--|---------|
| Engineer, per day..... | \$4.00 |
| Fireman, per day..... | 2.50 |
| Man and team hauling water, per day..... | 5.00 |
| Total..... | \$11.50 |

| GASOLINE | |
|---|--------|
| 20 gallons of gasoline at 25c. per gal..... | \$5.00 |
| 2 hours of man's time each day at 25c..... | .50 |
| Total..... | \$5.50 |
| Saving in favor of gasoline engine..... | \$6.00 |

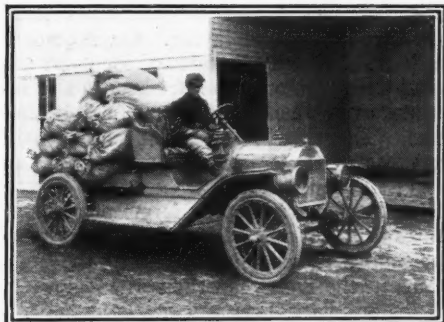
The size of the fuel and lubricating bills depends partly upon the grades of oil. Most of the tractors are designed to burn gasoline, kerosene, alcohol, and any low-grade oils of various kinds. In Iowa and other central Western States the farmers use low-grade kerosene oil known as Southwestern distillate, costing from 5 to 7 cents a gallon. This fuel comes from the Kansas and Oklahoma oil fields. The gasoline used in this section is a non-illuminating oil, and costs from 12 to 14 cents a gallon. At these rates the cost of plowing with a 22-horsepower tractor in a test of eighteen shifts was \$3.137 for every 17½ acres plowed. The ground had been idle for some time, and it was plowed

shortly after it had been wet and soggy. The vegetation was rank and heavy, presenting most difficult conditions for plowing. The cost of from 17 to 18 cents per acre included only oil for fuel and lubrication.

COMPARATIVE COST IN PLOWING: HORSE, STEAM, AND GASOLINE

Throughout the States of Kansas, Nebraska, Oklahoma, and parts of Texas, Colorado, and New Mexico, traction plowing with gasoline outfits is quite common, and the lack of rainfall for a large portion of the year makes the ground so dry and hard that horse plowing is often practically impossible. In this region it costs the farmer with the horsepower to plow land the following: Four horses, ten hours, \$3.40; one man and board, \$2. This outfit will plow five acres at a total cost of \$5.40 or \$1.08 per acre. This outfit will also break 2.5 acres of prairie sod at a cost of approximately \$2.16 per acre. These figures may vary a little throughout the corn belt and Northwest wheat country, but they represent a good average. The great problem has been to reduce the cost of preparing the soil for the crops. Anything that will lessen this materially will mean a great boon to the farmers.

In most parts of Dakota where gasoline is



STARTING FOR THE MILL

delivered on the farms at a cost of 16 cents per gallon, the gas tractor for plowing has already proved a great factor in the agricultural problem. Here the land is plowed with gasoline tractors at a cost of 80 cents per acre. This is based on an allowance of 3 gallons of fuel to the acre; two men running the outfit at \$3 each, and for board of the men. The tractor will average 25 acres a day. That the cost of the fuel is one of the determining factors in the situation is evident from the following comparisons of a steam and gasoline tractor.

In central Montana, where sod-breaking is very heavy, and coal at the mines can be had for \$3 per ton, and a mine is often closer to the field than a railroad station, the cost of plowing 25 acres a day with a steam tractor is \$25, or \$1 per acre. Gasoline in this same region sells at 22 cents per gallon, and the cost of doing the work with a gasoline machine averages \$1.20 an acre. Shift the scene to almost any part of the Dakotas where coal costs on the average \$7 per ton and gasoline 16 cents per gallon, and we find that it costs \$1.32 to plow an acre by steam and 80 cents by gasoline. These figures are based upon actual operating costs, and will vary only slightly in different localities.

In competition with the horse the gasoline tractor on the big farms and ranches has an enormous advantage. In the matter of endurance, the horse cannot on the farm do more than from thirteen to fifteen miles of pull a day and retain its

health, nor work more than from six to eight hours a day. A gas tractor will make seventeen miles of furrow travel in ten hours, and can double this in twenty-four hours, including all extra turns. A horse working six hours a day under heavy loads would wear out in ten years. The average farm tractor has a useful life of more than ten years when carefully looked after.

One man in the field may handle from four to six horses, developing thereby from $2\frac{1}{2}$ to 5 horsepower. Two men on a tractor developing as much power as 25 horses will do from ten to twenty times as much work as the man handling the horses. The farm-working horse requires $3\frac{1}{2}$ pounds of grain and $6\frac{1}{2}$ pounds of hay for every hour of actual work during the year, costing for feed alone at prevailing prices from 4 to 5 cents per work hour. In return the animal gives practically only a little more than half a horsepower. The steam traction engine uses approximately a ton of coal per horsepower hour at the draw bar costing from 2 to 4 cents, according to price of coal. The gasoline engine tractor under the same conditions costs approximately from 2 to 3.5 cents, depending upon the price of gasoline.

USEFULNESS OF THE GASOLINE TRACTOR

But the modern tractor is used for nearly every variety of farm work, and not limited to plowing and threshing, and its adaptability to these varying conditions makes it almost, if not more, flexible than the horse. It can



CARRYING MILK TO THE CREAMERY



HAULING A LIGHT LOAD OF HAY

be used for pumping water for stock and home use, which the horse could not well do, and it can be harnessed up in tandem to operate a number of machines simultaneously. It is no uncommon sight in the West and Northwest to see gasoline tractors operating a grindstone, feed chopper, fanning mill, and sawing outfit all at once. When the work is finished the tractor is hitched up to a trailer loaded with hay or grain, and it travels at the rate of three to seven miles with several tons of produce to the distant railroad station or market. As a pumping engine the gasoline engine is far ahead of the windmill, and as a hauling machine it is far ahead of the horse.

IMPROVING THE COUNTRY ROADS

Many of the gas tractors of the West are in one sense home-made. They consist of ordinary 10 and 30 horsepower gasoline engines mounted on broad-tired wheels of some discarded farm machine. These tractors are then used for hauling heavy loads of hay and grain to market. Good roads are not so essential to this work as appears at first sight, and the tractors instead of injuring the roads tend to improve poor highways. The wheels of the heavy tractors are broad, and they pack down the soil of the wheel track firmly. Roads of inferior condition where tractors have traveled over them for a few months in the fall of the year when crops are harvested show a firmer roadbed than many macadam roads. The farmers and road-builders of many of these farming sections have discovered that all they have to do to make good roads is to fill all hollows and muddy places with stones broken the size of an egg. The heavy tractors roll them into the soil, and if more stone is put on each spring a natural

hard road is obtained without the cost of expensive rolling and laying. On macadam roads in the rural districts of England the broad-tired tractors have not been found injurious, even when trailers are hauled behind them. The chief desideratum is that both tractors and trailers shall have tires at least five or six inches wide.

On the general-purpose farms of a dozen States of the West and Northwest, the gasoline engines are engaged in putting the small grains in the ground in the spring, plowing, discing and harrowing for corn, hauling loaders and wagons in the haying season, harvesting the small grains and hauling wagons when stacking, hauling and spreading manure, plowing and seeding in the fall, cutting corn and filling silo, running the threshing machines, cutting corn fodder or hauling corn huskers, hauling the crops to market, running the wood saw, running the hay press and the feed grinders, and pumping water and furnishing light for barns and houses. These and many other things are being done by portable engines and gas tractors in the farming regions of this country.

SAVING TIME IN HAULING

Farming by automobile is thus not exactly a fanciful idea, but a practical application of the automobile engines and equipments for every-day agricultural work. In addition to this many automobiles of the regulation type and of special design are employed by the farmers of the West for both business and pleasure. Thousands of light automobile trucks and delivery wagons are used by the farmers for hauling almost daily in the harvest season farm produce of a perishable nature to market. A trip of from ten to twenty miles is easily made with a light load of perishable goods. The saving in freight and express is a big item to consider. The truck farmers near our large cities are adopting the automobile delivery wagon, for to them it saves time in delivery over the old system of hauling by horse and truck. The farm automobile is bringing the cities closer to the farms and opening up a wider region for supplies. The farmer with a good automobile delivery truck is closer to the market to-day, when living at a distance of twenty miles, than another living six or eight miles from town if dependent upon the ordinary horse and truck. The annihilation of space for the farmer is thus a big consideration. It enables him to deliver produce in person at the markets and get back to the farm early in the forenoon. In addi-

tion to this he has the pleasure of a spin, and something to look forward to on Sundays when recreation is in order.

In the last year the biggest purchasers of automobiles in four of our Western States lived in the rural districts or in small towns and villages. About 60 per cent. of these purchasers were farmers, or what might be called near-farmers. In four other Western States 40 per cent. of the buyers of automobiles were out-and-out farmers or stock breeders, and 20 per cent. of the purchasers in five other States belonged to the same class. There is little wonder that manufacturers of the West are designing special machines for the farm and rural trade.

The story is not complete without adding that nearly one hundred thousand gasoline engines, ranging in size from $1\frac{1}{2}$ to 40

horsepower, are annually purchased by farmers for use in operating about everything from a churn and sewing machine to big threshing machines. The gasoline engine of small horsepower is adapted to a farm of any size. It is the only power that can cover the whole field as well as the horse. The small farmer could not afford to own and operate a steam engine, but a chicken farmer or small fruit farmer can afford a 2, 3 or 5 horsepower gasoline engine. The wonderful flexibility of the engine thus makes it of the greatest practical value to the greatest possible number of people. In other words, the gas engine in one form or another is rapidly and steadily revolutionizing farm conditions from one end of the country to the other. It is not a dream of the future, but an actuality observable upon tens of thousands of farms.

THE AUTOMOBILE IN FIRE SERVICE

BY HERBERT T. WADE

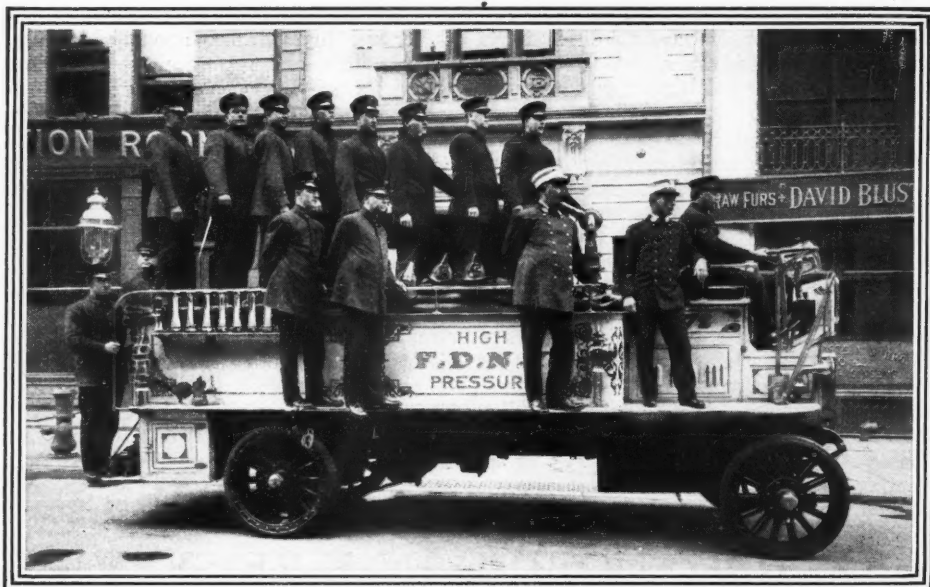
THE automobile has scored a distinct triumph in fire department service. Today all progressive fire departments are adopting or are considering motor-driven apparatus, which finds application not only in the largest cities, but in the rural and suburban districts, where anything like adequate fire protection hitherto has been impossible. Thus from New York, where most of the heavy hose wagons in the territory covered by the high pressure system soon are to be motor-driven, to the suburban town where a chemical engine or a combination fire engine and hose wagon can be sent over country roads at a speed of thirty or forty miles an hour, the automobile has established itself on the score of efficiency and economy.

Displacing the horse, with a surprising saving in the cost of maintenance, automobile apparatus is now working many innovations in modern fire department practice, for at the same expense vastly increased protection is possible, and more units and men can be concentrated at the scene of fire in much shorter time than previously, making it often possible to bring a fire under control before it develops to serious dimensions. Thus with increased speed for all classes of apparatus, it seems probable that larger and more powerful machines can be used, for the size and power of fire engines, extension ladder trucks, and water towers hitherto have been limited

principally by the weight that three horses could draw at reasonable speed.

The economy of motor-driven apparatus is of course apparent. With no horses to feed, shoe, and otherwise care for, and with fuel and lubricating oil consumed only when the machine is in actual use, the saving on the score of maintenance is extraordinary. Added to this there is the gain in space in the firehouse due to the elimination of the horses with their forage and other stores, so that two pieces of apparatus, if desired, can be kept in less space than was formerly required for one, while the quarters of the firemen are much pleasanter and more sanitary. As a result of these economies many towns and suburban villages are now able to install really effective fire apparatus capable of affording a large measure of much-needed protection to the surrounding country, where previously the expense of keeping the necessary men and horses for a limited field of operation would have been prohibitive. So universal is the tendency to acquire self-propelled apparatus that some consideration of the leading types already developed is not without interest.

In the equipment of a fire department the steam fire engine is usually considered the most important piece of apparatus, the power of the individual machine depending upon its size, which, as we have seen, is limited by the hauling capacity of three horses under



THE PIONEER MOTOR HOSE WAGON OF THE NEW YORK FIRE DEPARTMENT

(This wagon is the prototype of five others now building for use in the high pressure district. It carries forty-five lengths of heavy hose, and its annual cost of maintenance is little more than the shoeing of one of the three horses used with a first size horse drawn wagon. The motor wagon has greater speed and carrying capacity)

ordinary conditions of pavement or road. To draw such a machine trained horses are used in the larger cities, and in towns of smaller size teams are temporarily hired from a nearby livery stable or otherwise secured. Under such conditions the range of operation of the fire engines even in good weather is limited, as to both distance and speed, and with snow or ice it is seriously restricted. Steam-propelled fire engines have been used, and are still employed in a few fire departments, but their success never has been pronounced and in New York City they have been abandoned for many years.

With modern gasoline engines, however, it is quite different, and the successful use of these motors with commercial vehicles for heavy loads and for speed early suggested their availability for fire apparatus. Simply to provide tractive power for an ordinary steam fire engine or hook and ladder truck, an automobile chassis with engine of considerable power can be used in place of the front wheels and horses with but little change in the remainder of the machine, just as is done with some heavy coal trucks. This in no way interferes with the existing system or practice but merely gives an efficient and economical substitute for the horses, with a gain in power and speed. Such an arrangement constructed

recently for a second-size fire engine of the New York Fire Department consists of a three-cylinder gasoline engine of the valveless type of ninety horsepower, with a chain drive. This arrangement is to be installed, provided it meets the conditions of the contract, together with a motor hose wagon of the type described below, so that the New York officials can make a thorough trial under city conditions in a busy district of a complete motor company. The success of this experiment is awaited with general interest, as if it is found practical the plan is likely to meet with universal adoption in fire departments during the transition stage to a high pressure basis with a central pumping station or until gasoline engines are altogether used.

MOTOR HOSE WAGONS

But where the steam fire engine has been practically supplanted by a high-pressure service with independent mains and hydrants for fire use, the motor wagon for carrying the heavy hose has been proved especially useful and far more economical and efficient than the horse-drawn tender. For almost two years such a motor-driven hose tender has been in constant use by one of the most active companies of the New York Fire

Department. It carries forty-five 50-foot lengths of the extra-strong hose required for the high pressure, amounting in weight with the other accessories and firemen to about 6000 pounds. Used under all conditions of weather and pavement and ready for instant service, never once has this machine failed, and the annual expense for gasoline, lubricating oil, and repairs is little more than that for shoeing one of the three horses required for the older type of tender.

The speed is greater than with horses, in fact the motor wagon is capable of forty miles an hour, a rate as unnecessary as undesirable in crowded city streets, and once a fireman is trained as a chauffeur the driving is much easier and safer. The wagon carries all the essential tools and adjuncts, and mounts behind the driver's seat a special turret nozzle to which several hose lines from the hydrant may be "siamesed," in case a powerful stream of water is to be delivered. In proof of the complete success of this piece of apparatus it may be stated that five similar motor wagons are being constructed for use in the high-pressure district of New York City.

The initial cost of the motor tender is about \$6700, as compared with \$2000 for the regular large-size hose cart and three horses, but the care and feeding of the latter amount to at least \$600 per year. As the average effective life of a fire horse in active service is but five years, \$200 must be charged off annually for depreciation of the team. This is practically nothing in the case of the automobile so limited is its actual mileage. Conse-

quently in four or five years the motor wagon in addition to giving more efficient service virtually pays for itself.

When the conservative tendency of the New York Fire Department is considered, due naturally to its heavy responsibilities and the enormous values it must protect, and particularly in view of the present economical and efficient administration of its affairs, this decision to adopt so many motor vehicles for the high-pressure service is most significant. Even further than this the New York department is prepared to go, and among other machines specifications have been prepared for a motor-driven truck for an aerial ladder seventy-five feet in length. These call for a combination gasoline-electric drive where a gasoline engine runs a generator which supplies current to an electric motor at each wheel of the truck. The control is at the steering wheel and with a foot throttle.

There are also under construction for the New York Fire Department two $1\frac{1}{2}$ ton motor supply trucks for ordinary service, but available for the rapid transport of fuel for the engines at any large fire. This coal is kept in barrels ready to be loaded and can be sent for as needed.

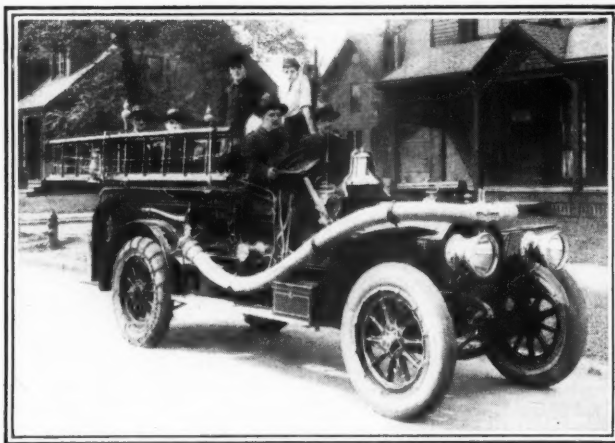
MOTOR APPARATUS FOR THE SUBURBS AND SMALLER CITIES

The apparatus just described is all of considerable size and power as used by a large fire department where the adoption of innovations is apt to be slow. In the suburbs and smaller cities motor fire apparatus is now ex-



A MOTOR-DRAWN AERIAL LADDER TRUCK

(The Seagrave extension ladder here illustrated has been used successfully by the Vancouver, B. C. Fire Department. A motor chassis takes the place of the front wheels and horses)



COMBINED MOTOR FIRE ENGINE AND HOSE WAGON

(The Webb engine shown combines a high-speed automobile and a pumping capacity equal to that of a third-class steamer)

tensively employed and is recognized practice for many conditions of service. Most important of these machines is the combination engine which has been developed within the past five years and consists of a powerful automobile capable of high speed and of carrying sufficient hose of ordinary size together with a rotary or reciprocating pump which can be connected with the engine when the latter is uncoupled from the driving gear. New York City contract requirements demand for such an engine a speed of thirty miles an hour with a load of 4500 pounds and a pumping capacity of 700 gallons per minute against a pressure of 120 pounds, or 420 gallons per minute against a pressure of 200 pounds. The New York Fire Department contemplates the purchase of such engines for suburban use, and there are several machines now on the market and in use the manufacturers of which confidently believe can meet these requirements. Such a machine in pumping capacity is equivalent to a third-size steam fire engine but carries on it six firemen and hose and can be used not only in connection with a city water service, but in the country can draw water from a well or pond.

ADVANTAGES OF SPEED

Most important after economy of maintenance is high speed—not the racing speed which without adequate reason has been demanded by certain fire departments and has led to several serious accidents, but a useful and regular speed of twenty or thirty

miles an hour that can be maintained for five or six miles and over reasonable grades. Such a machine often can reach a scene of fire in outlying districts sufficiently early to be of service.

After the initial outlay (now about \$7500 for the best of these machines as compared with about \$5000 for a third-size steam fire engine) the expense of maintenance is practically nothing, and a small house is able to accommodate one or even two of these engines. The chauffeur is the engineer and in a town where there is a volunteer fire department he may be the only paid employee. These

combination engines are finding their way into the fire departments of large cities, particularly for residential sections, as they can respond promptly to alarms scattered over considerable territory. In city service where these engines are used the approved practice is to rush them out on the first alarm and to follow with a steam fire engine or hold one or more such engines in reserve for a second alarm.

It can hardly be said that for all purposes so far as pumping capacity is concerned the gasoline combination engine to-day is the equivalent of the steam fire engine of the same rated capacity, but by its speed it puts the firemen in a position to deal with a fire in its incipency and at the same time to protect a much wider field. Except for the built-up portions of the larger cities, it is the general opinion of firemen that these combination engines can be fully recommended, especially as improvements are being made in the pumping machinery so that this soon will be as efficient as the driving mechanism.

After the combination engine the next piece of automobile fire apparatus to be considered is the motor vehicle carrying one or two chemical tanks and a supply of small hose for extinguishing fires with carbonic acid gas generated by chemical action. These chemical engines are very useful in dealing with a fire at an early stage, particularly in dwellings, as the water damage, often greater than that of the flames, can be avoided. Many types are built and are in active use, from those which carry also the regulation hose for the steam engine following, the scaling ladders, nets, and tools in addition to the chem-

ical equipment, to those where the chief object is to bring a number of firemen to the ground at the earliest moment, it being argued that a few trained firemen with axes and hooks reinforced with chemical hose, arriving in season, are often quite as useful as more powerful apparatus. While for the majority of alarms a chemical engine suffices, yet there is considerable difference of opinion as to their value and of course they can accomplish little or nothing in any serious situation.

FLYING SQUADRONS

An interesting development made possible by the automobile is the emergency or auxiliary squad formed of firemen stationed at a central station but despatched at high speed to any district on receipt of an alarm anticipating or reinforcing the regular companies due. This plan originated in Holyoke, Mass., where a wagon drawn by horses was used for a flying squad, and now with satisfactory motor vehicles has been adopted in a number of cities where reasons of economy restrict the number of regular firemen. For all purposes but the largest fires or a conflagration this scheme has been found to work admirably, though of course it tends to reduce the total number of men to a dangerously low point in view of some great emergency.

Somewhat similar to such squads are the fire patrol or salvage corps maintained by the insurance companies, which respond with men and tarpaulin covers to save property and reduce the water damage. For this work the same considerations of speed and economy have led to the use of motor wagons which have an increased carrying capacity for covers, and, with no horses to be watched, release an extra man to enter the building.

The use of automobiles by fire chiefs brings to the scene of fire at an early stage the most experienced and skilled officers and their trips at racing speed through large cities are familiar metropolitan sights.

LOW MAINTENANCE CHARGES

While motor apparatus involves a greater initial expense, yet all things considered this is not the most serious item in connection with a fire department. The maintenance of horses and men is a large outlay and often prevents many small cities and towns from installing fire apparatus which they need most seriously.¹ Particularly is this the case in



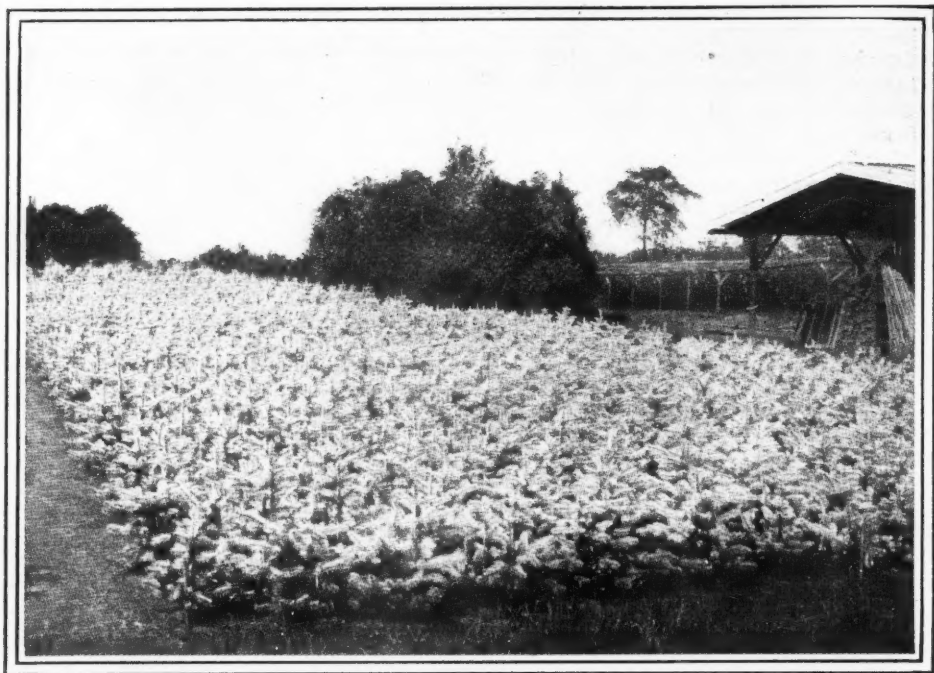
From *Fire and Water Engineering*
A COMBINATION MOTOR FIRE ENGINE AT WORK
(Test of a Robinson Motor Fire Engine at University City, Mo.)

many of the suburbs where costly villas and cottages, country clubs, hotels, or other valuable buildings of highly inflammable character are to be found. Once a fire starts these are practically at the mercy of the flames, but prompt assistance can be rendered by automobile companies, even from some distance, and the fire, if not extinguished at once, often can be confined to the building where it originates.

With the successful and extended use of the automobile and the application of the gasoline engine to so many purposes, it is not strange that in the few years automobile fire apparatus have been in use it should have gained so important a place. That this use is bound to develop seems assured, as not only is increased and better fire protection afforded to many localities, but to others it enables some protection to be given where previously nothing of the kind was possible on account of the expense.

¹ One firm of fire apparatus manufacturers for \$45,000 will install four combination engine and hose wagons, two chemical engines, and a chief's car which will cover four

times the area covered by horse apparatus with greater efficiency at an annual saving of \$16,500 over the maintenance cost of the latter.



KOSTER BLUE SPRUCE, AS GROWN IN THE NURSERIES AT BOSKOOP, HOLLAND

(This stock is developed from our own Colorado blue spruce. See picture on opposite page)

FOREIGN-BORN AMERICAN TREES

HOW OUR OWN NATIVE TREES ARE PROPAGATED FOR US IN EUROPE

BY MABEL SMITH

IT is not generally realized that a large percentage of the trees planted in this country have been imported from Europe.

There are nurseries in this country which grow a few native seedlings, like the western catalpa and white pine, but these are mainly for reforestation. As a matter of fact, most of our shade trees and evergreens and all of the grafted and budded varieties come from Europe. Even our native trees, such as the American red oak and the Colorado blue spruce, are propagated abroad. The propagation of young trees is a form of intensive farming which has been developed to its highest state in France, Holland and England.

Owing to the milder climate in Europe and more frequent rainfall, the cuttings and seedlings root there more quickly and make a rapid growth. The difference in the cost of labor in this country and Europe, moreover, makes it cheaper to import young trees.

Planting, transplanting, budding, grafting, and weeding require a great deal of manual work. In Holland they hire boys to do the weeding for sixteen cents a day, while their most experienced men get less than our common laborers.

Another advantage the foreign nurseries have is the length of their transplanting season. In France and Holland there is seldom more than six weeks in the winter when the ground is frozen too hard to dig trees. Planting is begun in the fall and continued with only this slight interruption until May. This gives the planters six months to send out orders and to do their transplanting. In this country we have only four—two months in the spring, one month late in the summer for evergreens, and one month in the fall for deciduous trees.

But, while the European nurseries have the advantage of us in growing small trees, condi-

tions in this country are more favorable for developing large specimens. Small trees require a great deal of labor, but are grown close together and do not need much ground. Large trees, on the other hand, do not require as much attention, but they must have plenty of room to develop. Labor is cheap in Europe; good land is expensive. The largest trees in the Old World nurseries are not over eight years old. In this country they require several years of cultivation before they are sufficiently developed to be planted out permanently.

Last summer I began my visits to the European nurseries at Boskoop, Holland about midway between The Hague and Utrecht. We motored there from the capital, as there is no railroad and the trip by canalboat, though undoubtedly interesting, is slow. We were fortunate in having a sunny day, for Boskoop in the sunlight is dazzling. Think of a town of 1250 acres that contains six hundred nurseries! As far as one can see are solid masses of blue spruce, golden evergreens, red and purple Japanese maples and rhododendrons of every shade from white to dark purple. The Boskoop nurserymen are so fond of color that they even extend it to their houses, which are painted pink, blue and yellow to match the trees. The coloring would be almost more than one could stand if it were not for the little greenish-brown canals which run through the nurseries in every conceivable direction and relieve the landscape.

If these canals are a relief to the onlooker by softening the brilliant coloring, they are more in the nature of a blessing to the nurserymen. The greenish-brown stuff on them is not scum, but a form of vegetation which when dried makes a wonderful fertilizer. As every nurseryman has as much canal as he has land, he can keep his soil enriched at no expense.

The reason for the unusual development of the small area around Boskoop is the peculiar formation of the ground. At one time it was all under water and the present soil is composed of rotted water plants and other vegetation. Evergreens and rhododendrons make a wonderful growth in this soil. It is very heavy and clings to the roots. The Boskoop nurserymen can transplant their evergreens in the middle of the summer, and if they find that their rhododendrons are making too rank a growth they can put a spade under them and lift them up. In ordinary soil this would kill the rhododendrons, but at Boskoop it merely checks their growth.

Although the nurseries are so small they are exceedingly prosperous, as they raise only valuable trees. Their specialty is Koster blue spruce, which is the most expensive evergreen grown. It is a grafted form of our Colorado blue spruce and has been developed in Boskoop from its natural silvery color to a brilliant electric blue.

As all the Boskoop nurseries grow practically the same stock, they have, to avoid too



THE BLUE SPRUCE TRANSPLANTED TO AMERICA

(The trees are larger than any produced in Holland)

much competition, divided their trade. Certain nurseries sell only to America, others to Germany, others to England, and so on. One advantage of this method is that the "American" nurseries grow only trees hardy in our climate and one is spared the sorrow of admiring a variety only to be told that "it is not hardy in the States."

There is not a weed in all the nurseries. This is not due so much, in my opinion, to the Dutch habits of cleanliness as to the fact that there is no room for weeds to grow. The trees are planted as closely together as possible even up to the nurseryman's very doorsteps.

The nurseries all have propagating houses where thousands of young grafts are ready to be planted out as soon as everything is grafted; there is no room for common seedlings. Anything is sold to make room. They cannot afford to keep anything in these nurseries more than two or three years, as they must have the ground to plant again. At one nursery I was shown evergreens two and one-half feet high as though they were quite the largest specimens that existed!

The village of Boskoop is very interesting. It is entirely given over to the nursery business. Every one not employed in the nurseries works in one of the factories where they make the packing-boxes, tubs, and labels. The town boasts of three horticultural societies, and a Royal Botanical School where embryo nurserymen from all over the world go to study.

One must go to Boskoop for fancy evergreens, but to Oudenbosch for deciduous trees. About fifty years ago the Looyman Nurseries, at Oudenbosch, furnished the trees for the Bois de la Cambre, Brussels. These trees have grown to be the finest specimens in any park in Europe. Since then the Oudenbosch nurseries have specialized in growing trees for park and avenue planting. They have developed a great many new varieties, such as the red horse-chestnut with flame-colored flowers instead of the former pale pink, and a wonderful grafted form of our American scarlet oak.

The Oudenbosch trees seem large compared with those in the French nurseries. You buy them by the height or diameter instead of by age, but the largest are not more than ten or twelve feet high.

France supplies nearly all the very young trees, not only for America, but for all Europe. The principal nurseries are at Orleans. The soil there is very sandy and is especially suited to propagating. The nurseries all grow the same stock, seedlings, cuttings and grafts of every variety of evergreen, deciduous tree and shrub. Of the millions of trees grown there, not one is more than four years old.

The Orleans nurseries are all very much alike in appearance and are characteristically French in their combination of economy and beauty. The ten or fifteen acres belonging to each nursery, instead of being divided into blocks for the different varieties of trees, as is usually done, are planted in a solid mass with one path leading through the middle. Many blocks would require many paths, and thousands of seedlings can be grown in the space occupied by even the narrowest path. But they atone for the inconvenience of having to walk sideways between the rows of little trees by the beauty of their main path. This is permanently planted with large specimens of their most beautiful ever-



LONDON PLANES IN AMERICA

(This shade tree is used almost entirely in the cities of England. It will thrive when planted in pavement)



MISS EVELYN SMITH



MISS MABEL SMITH

THE MISSES SMITH AMONG THEIR TREES AT AMAWALK, NEW YORK

greens,—green, gold, and blue,—and pillars of climbing roses. Where wind-breaks are needed they are formed by beautiful evergreen hedges.

Most of the Orleans nurseries have branches twenty or thirty miles away where land is cheap, and there they grow their larger deciduous trees, from three to six years old. They are very successful in growing the American oaks and a few other deciduous trees, but they do not transplant their trees often enough and do not bestow the care upon them that is given in Holland. Nor are their evergreens as fine as those in the English nurseries.

I wrote from Paris to the principal nurseries of Orleans, France, that I would arrive on a certain date. When I reached the station there was a smiling person waiting, who informed me that he was the English-speaking member of the firm. It appears that he is always sent when an English or an American visitor goes to the nurseries. He proudly informed me that he had spent four months in England, and at the end of that time had translated the firm's catalogue, of more than 200 pages, into English. No wonder he de-

scribed one variety as "a graciously weeping tree, with flowers of a violaceous rose."

They have no propagating houses at Orleans as they have at Boskoop. Their cuttings and grafts are grown under glass bells like those used for ripening melons. There are about a dozen little trees under each bell, and solid acres of bells. Their cuttings are rooted under sand which they cart from the nearby river Loire.

The general effect of the nurseries is that of millions of little trees, all so very small as to be hardly distinguishable. They have an elaborate system of tagging and labeling, without which I am sure the nurserymen themselves could not tell one variety from another. Their packing houses are arranged with a separate compartment for each variety, and the trees ordered are dug during the fall and winter and put into the proper compartments. Late in the winter the planters begin their packing, and, as this is their busiest season, such work is usually done at night.

They are nothing if not courteous at the Orleans nurseries. When I said I wished to



MOVING LARGE ELMS FOR THE BUFFALO PARKS

see their large trees, which were twenty miles away, they sent for an automobile, which took us, accompanied by "the English-speaking man," the twenty miles in three-quarters of an hour. It was a beautiful ride. The country is absolutely level and the road has not a curve in its entire length.

The principal English nurseries are in Surrey, about twenty miles from London. Their finest trees are evergreens, although many of the most beautiful of these are not hardy in our climate. One must be careful not to call them

"evergreens" in England. They are "conifers," which, strictly speaking, means cone-bearers. When an Englishman speaks of evergreens, he means either rhododendrons or holly.

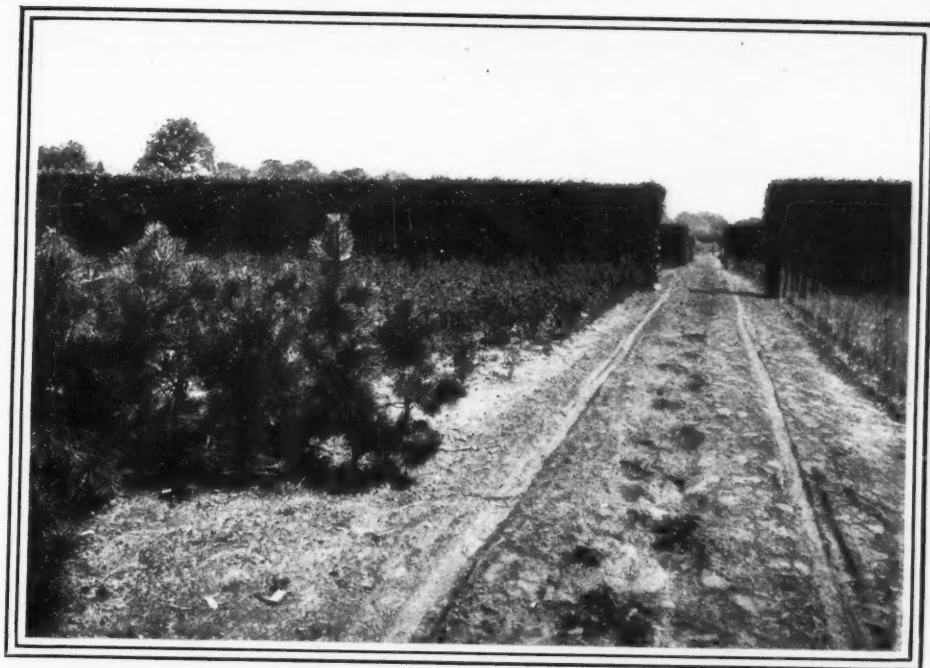
There is no use in going to the English nurseries unless you are prepared to do a great deal of walking. The first nursery I visited was very beautiful around the office, but it looked disappointingly small. There were some beautiful large specimen trees and a few blocks of evergreens, nothing more, and I was told that this was only one of a series of branch nurseries spread over the surrounding hills.

I asked to see an evergreen, the Douglas spruce. "Oh, they're about half a mile up that lane," and up we trudged. When I asked for pines, "They are on the other side of that hill to the west, about a mile and a half," and so on.

You could drive by many of these nurseries without noticing them, for they are surrounded by



THIS TREE WAS BROUGHT FROM ENGLAND FOUR YEARS AGO
(It was one of 700 packed in a case 12 feet long, 5 feet high, and 4 feet wide)



BEECH HEDGES, IN AN ENGLISH NURSERY, USED AS WIND-BREAKS



A FIELD OF RHODODENDRONS IN AN ENGLISH NURSERY



ROOTS OF A TREE THAT WAS TRANSPLANTED FROM
ENGLAND

beautiful holly and beech hedges eight to ten feet high.

Although the principal stock in the English nurseries is evergreens, they are very successful in growing certain deciduous trees, especially the hard-wood varieties like the oaks and beeches. These make a very rank growth in England. At one nursery they were unwilling to sell a block of thrifty young oaks because, as they said, they could make more money selling the foliage in London. Every year they cut all the branches back severely and the trees, undaunted, grow new ones. Such treatment to a young oak in this country would quickly kill it.

The English nurseries are wonderful to visit, but of little practical value to us, as their finest stock is not hardy in this country. To a real lover of trees it is the keenest disappointment that their wonderful cedars and Spanish chestnuts cannot stand our climate.

The Dutch are seriously injuring the English nursery trade in deciduous trees. Labor is cheaper in Holland and there is no duty on trees entering England, consequently the Dutch nurseries are selling their trees in England for less than the English nurseries can afford to grow them. They are trying



NURSERY PACKING SHEDS AT BOSKOOP, HOLLAND

to introduce a tariff on trees in England. In the meanwhile, the word "Dutch" to an English nurseryman is like a red rag to a bull.

All the European nurseries pack the trees they send to this country with scrupulous care. As a general rule they arrive in splendid shape. Those which are packed in wooden boxes, when they are allowed ventilation, arrive in better condition than those wrapped in straw and burlap. The latter are apt to mildew slightly.

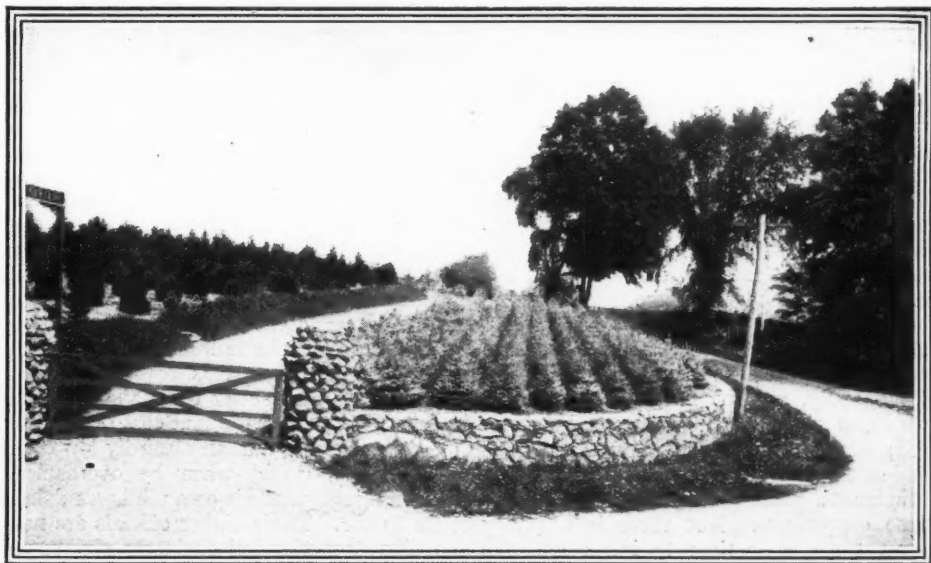
When a tree is dormant it will stand a great deal of handling. The trees are dug in the European nurseries early in the winter. They are kept in the packing houses until February, when they are packed and sent to the steamers. Early in March they arrive in New York. A week or two later they are at the nursery. There they are "heeled in" until the ground has thawed so that they can be planted. But with all this handling very few of them die. One spring we received a lot of Norway maples when we were unusually busy. They were "heeled in" when they arrived, that is, laid on the ground and earth thrown over their roots, and it was June before we had time to plant them. Not one of them died.

Every country has some plant pest or disease, which, while not serious in its own

locality, where it is kept in check by its natural enemies, would prove very dangerous if brought to another country. France has the brown-tail moth. England has a disease which affects the beech, and there is a borer in the Austrian pine. Up to the present Holland has had no serious disease or pest, but trees from that country are subject to the same scrutiny as those from the others.

To prevent these foreign pests from getting a foothold in this country, the American inspection regulations are very strict. The importer must notify his State Department of Agriculture upon the arrival of every shipment. The department then sends an inspector, in whose presence the boxes are opened. If anything wrong is found the trees are burned. Sometimes entire consignments have been destroyed. Formerly the trees were unpacked when they arrived, and were merely kept apart until they had been inspected. But it was discovered that sometimes caterpillar eggs were in the straw and leaves used for packing, so that now the trees cannot be unpacked until the inspector arrives.

The duty on trees into this country is 25 per cent. Packing charges, ocean freight, and duty about double the original cost of the trees.



A BLOCK OF KOSTER BLUE SPRUCE EFFECTIVELY PLANTED

EFFICIENCY, FREIGHT RATES, AND TARIFF REVISION

BY BENJAMIN BAKER

IT may seem a far cry from a hearing on freight rates before the Interstate Commerce Commission to the revision of the protective tariff; yet nothing less than the latter affair is ultimately involved in the "efficiency" testimony presented at Washington during the three days preceding Thanksgiving. Then for the first time the public mind of the United States was focused upon some details of the new science best called "scientific management." What was then said by the witnesses for the shippers has been the subject of much comment in the press, pro and con. The railroad presidents have delivered their expected broadsides at meddlers in general, and that Don Quixote of a counsel for the seaboard shippers, Louis D. Brandeis, in particular. The public is in part skeptical, in part disposed to believe "there is a good deal in it."

CONSERVATION OF LABOR

In fact, the hearings at Washington made the opening of a great campaign, the first campaign of real "conservation" ever launched in this country. We have cried aloud at the waste of our natural resources, failing to see that of time and labor effort, the most strictly limited of our treasures, we have learned to conserve but little. We have rebelled at the high cost of living, but have had no sounder resource than to blame therefor everything in sight and out of sight. We have raged at monopoly, but have neither penetrated the secret of the efficiency of monopoly, nor the means of controlling it. Faith has been likened to a mustard-seed; and the cynic, especially of the railroad sort, if he even thinks the matter worth a moment's passing attention, may jeer at these expressions. But there is a saying about the proper time to laugh and the long-headed man can bide his time.

TRAFFIC EFFICIENCY NOT ATTACKED

So much has been ill said about the meaning of the shippers' case that one of the first

tasks of the accurate chronicler of events is to declare what the shippers did not try to do.

They did not try to "teach railroading to the railroad experts." Railroading is not one thing, but many things. In only one department, the traffic department,—that concerned with the movement of trains,—is the railroad business essentially different from any private enterprise that runs machine shops, builds roads and bridges and buildings, buys materials, and employs labor. In the traffic department alone are the railroad officials generally entitled to call themselves "experts." And in regard to the traffic department the efficiency engineers do not greatly criticize the railroads. On this point Harrington Emerson, the one of Mr. Brandeis' witnesses who had had the widest experience with railroad work and conditions, said: "The efficiency of the traffic, by my standards, is very high; that is, the efficiency of expense in the traffic department."

THE MECHANICAL ENGINEER'S TASK

In all the parts of the railroad business outside of the traffic department, exceedingly few of the higher railroad officials are entitled to be called experts. Their occasional utter failure as accountants is certified by such things as the coal graft on the Pennsylvania, and the recent car-repair scandals on the Illinois Central; more humorously, by the case of the railroad vice-president named in Mr. Emerson's testimony, who declared at a meeting of the Railroad Club in Pittsburg, that an annual cost of \$37 for freight-car repairs was an absurdly low estimate,—only to find when he overhauled his own figures that his own road was doing it for \$31.01. These higher officials are not prevaillingly mechanical engineers, civil engineers or fuel experts. And, had they the professional training of such men, they have not had the time, and rarely the inclination to master the mass of detail that is necessary to the mechanical engineer who undertakes to make a specialty of scientific management.

Tasks in the engineering and mechanical fields the officials must of necessity hand over to lower officials, who have had little or no more training than their superiors in the possibilities of scientific management in their special provinces. Still lower, foremen and workmen are absolutely untrained in the scientific use of labor and of time.

IMPROVEMENTS IN SHOP MANAGEMENT

The criticism of the shippers was therefore directed at the conduct of the many departments of the railroads outside of the traffic, which are essentially the same as in all private manufacturing and constructing enterprises. They asserted that the railroads, in their capacity of manufacturers and construction engineers showed the same inefficiency that characterizes American industry as a whole,—the same failure to get a reasonably high return from outlay on labor and materials that is the chief cause of the high cost of living, and of the rising cost of transportation. In order to make their criticism complete they called witnesses who told what they had seen accomplished by scientific management in a variety of trades and unskilled occupations which covered every activity of the railroads outside of the traffic. They showed that in machine shops, in textile mills, in printing shops, in bricklaying, and in the handling of unskilled labor the scientific study of what motions were necessary, and what time these motions should consume,—what organization and planning of work beforehand was required to make this detailed study fruitful,—they showed that all these things, when gathered into a scientific system of management adapted to the particular industry, had largely reduced the cost of production, while at the same time increasing the wages of the workers and the profits of the manufacturers. The shippers argued that since these things had been done in private shops they could be done equally well in railroad shops; that they would reduce the necessary outlay of the railroads just as they had done that of private owners. And, finally, that with scientific management of their departments the railroads would not need the added tribute from the public which they now demand.

A CASE OF SCIENTIFIC MANAGEMENT

What scientific management means is admirably illustrated by the story of bricklay-

ing, so well given in Mr. Gilbreth's testimony. Ordinarily a brick-mason makes eighteen different sets of motions in laying a single brick. He bends over, in the first place, to pick up one brick, and in lifting it he lifts ten pounds of brick and about 100 pounds of brick-mason—the upper part of his own body. In laying 1000 bricks, in a day's work, he lifts 100,000 pounds of brick-mason. This was an obvious waste of labor. So a common laborer was hired to put the bricks where the masons would not have to stoop for them. Another thing is that when a mason picks up a hand-made brick, which is always a little thicker at one side than on the other, he tosses the brick up, turning it over until his touch tells him which side is the top, before he puts it in place in the wall. The cure for this was to have all the bricks piled top up before they were brought to the masons. Then, further, everyone has seen the mason tap his brick several times to settle it into the mortar. More waste of time. The cure was to make the mortar thinner, so that the weight of the brick would settle it into the right position. This was scientific management—"motion study." It raised the day's work for the average brick-mason from 1000 up to 2700 bricks a day, and in individual cases to much higher figures. The mason made only six motions where he used to make eighteen.

SOME OF THE MEN WHO GAVE TESTIMONY

So much concerning the details by which efficiency has been increased in various industries has already been printed in the daily press that there is no need to repeat those details further, fascinating and inspiring as they are to the alert mind. But a word is needed in regard to the witnesses who testified, and equally in regard to some men who could have given most important evidence but did not. Those who did testify concerning the effect of scientific management in improving the condition of their own enterprises included James Mapes Dodge, of the Link-Belt Company of Philadelphia, Chicago, and Indianapolis; and Henry R. Towne, president of the famous Yale & Towne works at Stamford, Conn. Both these men are past presidents of the American Society of Mechanical Engineers, and are of the highest standing, both as professional men and as manufacturers. It was in the Link-Belt shops in Philadelphia that "high-speed steel" for machine tools,—one of the most important of modern advances

in machine work—was first developed into practical usefulness. The other witnesses from the shops themselves included vice-president Hathaway, of the Tabor Company, of Philadelphia, a machine shop operated under the Taylor system; Mr. Scheel, head of the planning department of the Brighton Mills at Passaic, N. J., where Henry L. Gantt has accomplished most remarkable results with foreign operatives of all sources; and Frank B. Gilbreth, the contractor, who has revolutionized the practice of brick-laying. Of the professional efficiency engineers there were two; Henry L. Gantt and Harrington Emerson. Mr. Emerson was the only one who has been long associated with railroad work. He introduced scientific management into the Topeka shops of the Santa Fé, and there his methods effected a saving of five million dollars in three years, besides putting an end to chronic and critical labor troubles which had come to a head in the disastrous strike of 1903-04.

LABOR UNIONS DO NOT OPPOSE

One hasty and misleading attack on scientific management that should be "nailed" is the assertion that organized labor stands in the way. In the actual experience of those who testified at the hearings in Washington this has not been the case. Mr. Gilbreth, who has done construction work under the scientific system in such a labor stronghold as San Francisco, said that he dealt by preference with unions and union men. The unions were at first inclined to be suspicious, but as soon as they understood the plan there was no opposition. The reason is plain. The primary object of the labor union is to get work for all its members, and to secure for them a minimum daily wage. It is the practical essence of scientific management that it offers to every worker, as a minimum, the prevailing day wage of his locality. Then, in addition, scientific management shows him how to earn a bonus in addition to that daily wage by performing his work more efficiently. He does not work more hours, but the effort he makes is all work, is really productive. It is a safe prediction that were scientific management generally introduced into our industries, the efforts of the unions would be restricted to maintaining the minimum wage. In a New York press room, under a strong union, the pressmen get their regular \$24 a week, and some of them earn bonuses amounting to as much as \$7 a week. It

should be remembered that the unions are held together by the interest of the members. No union could long stand the strain of opposing a maximum wage that is within the reach of every member.

WHAT THE SHIPPERS DEMAND

Now, in the words of the catechism, "What should we learn from these things?"

As for the immediate affair of the railroads and their freight rates, that is an issue of government regulation. Most persons agree on the necessity of some regulation. The immediate point is, "How." In private business, when a manufacturer finds his profits disappearing because of the activities of his competitors, he must cut down his costs or go out of business. In the railroad world, when profits grow too small, the roads ask the government for permission to take more money from the public. This is easier than putting into effect the scientific management which is the salvation of the private manufacturer. The roads have only to assert that they have made every possible economy, and thereafter stand pat. What does the interest and welfare of the public require? Plainly the railroads must have an adequate net income; there is not much doubt that on the whole their net income is now rather low. The public interest requires that the railroads should be prosperous, since they cannot otherwise give the service the public demands. It also requires that the rates charged by the railroads should not be increased if better management of the railroads can make the present income serve all necessary purposes. It is on this point that the shippers have presented to the Interstate Commerce Commission the tangible results of scientific management, and have asked the Commission to determine by their own independent inquiry whether the railroads are getting for the money they spend the returns which scientific management secures in private undertakings. If railroad expenditure is inefficient by these practicable standards, the shippers contend that the rate increases should be refused until the efficiency of railroad expenditures has been brought up to par.

THE BEARING ON TARIFF REVISION

Tariff revision is the subject of the next lesson,—a lesson that will be bitterly resisted, but will ultimately be learned. At present the country is awaiting the first

steps in a "scientific" revision of the tariff. The announced plan is that the Tariff Commission shall discover the cost of production of various articles in this country and abroad, and that on this basis of cost figures, import duties shall be so adjusted as to "equalize costs" to the American producer and to assure him in addition to this equalizing of cost a "reasonable profit." Now, in view of the scientific management testimony at Washington, it is interesting to consider what the Tariff Commission ought to accept as the cost, say, of a piece of gray goods. One manufacturer will give a certain figure; then, perchance, another manufacturer who has introduced scientific management into his mill will give a figure 20 to 30 per cent. lower. This percentage of reduction in the cost of product has been obtained in American cotton mills with a mere beginning upon scientific management.

Here we are, then, in regard to the tariff in exactly the same situation in which the shippers find themselves with regard to the increase in freight rates. The cotton manufacturer has said,—and this is history that might be duplicated in hundreds of cases,—“I know that those looms are not efficient, but what's the use of my replacing them with better machines. If I put in new and better looms my competitors will do the same thing, and I shall be no better off with regard to them.” This, it should be repeated, is the statement actually made by a large cotton manufacturer, and it shows pretty accurately where the great purchasing public comes in. If this man and his competitors had put in more efficient looms they could have lowered the cost of their product, and the price of it to the public, though their own profits might have been no larger. The question therefore arises, Will the public continue, in the shape of a tariff on imports, a protection or subsidy which can be shown to serve American manufacturers, whether of cotton goods or any other product, as an excuse for continuing in their factories policies and methods which are inefficient, and which in the end impose upon the public a higher price for articles of daily use than it is really necessary for the public to pay? Essentially, there is no difference in principle between this side of the tariff and the railroad rate proposition. The interests of labor are not at stake, for scientific management invariably means better wages. The issue appears to be simply

whether the cost of waste and inefficiency shall be avoided by the manufacturers and the railroads through scientific management of their undertakings; or whether the cost of this waste and inefficiency shall be loaded upon the public. It is for the public to say whether the basis of tariff revision shall be efficiency costs, or inefficiency costs.

ADVANTAGE OF THE SMALL PLANT

Another matter of consequence upon which the results of scientific management has thrown a welcome light is the future of the small, independent manufacturer; and on this point a few words from Mr. Emerson's testimony are worth quoting. “Presidents of large manufacturing concerns have told me,” he said, “that they have been finding it absolutely impossible in some lines to compete with the small, independent manufacturer.” The reason lies in a little-appreciated fact,—namely the loss of efficiency, and hence the increase in cost of production, that attends complication beyond a certain point. If in the great factory each of ten operations in the production of a certain article is done with 95 per cent. efficiency, the final efficiency of that factory is less than that of the smaller factory where the same article is turned out with fewer separate steps, even through the separate steps in the smaller factory are of slightly lower efficiency. Something less than ideal, 100 per cent. efficiency must be accepted in this world. So long as each dependent operation is 100 per cent. of the preceding operation, all goes well. But when successive operations mean taking 95 per cent. of 95 per cent. and so on, the simplicity of the small plant will always give it certain important advantages over the very large plant. But the small plant must be efficient.

It would be outside the scope of this article to attempt any detailed discussion of the paramount issue of the cost of living, from which freight rates and tariff imposts get their only real importance. But it is worth while to ask the reader's attention to the fact that of all possible causes of high prices *waste* is the most potent; that scientific management has disclosed wastes reaching an enormous aggregate, even now little realized: and, finally, that scientific management has presented the only workable means yet devised for avoiding the greater part of this waste.

THE PLATINUM AND NICKEL INDUSTRIES

BY DAVID T. DAY

(United States Geological Survey)

MARKET reports record regularly the "positions" of various commodities. This word means, to the trade, the change in the amount needed by the world and the ability of the supply to meet it, and the resultant fluctuations in price.

At this moment the positions of two metals, platinum and nickel, are so unsatisfactory that the industries are in a critical condition. The causes of the unsatisfactory positions are so exactly reversed in the case of the two metals as to be of general interest. Both are due to failure of so-called "trust methods" to meet the peculiar conditions.

The supply of nickel is too great, and the price has dropped from the once-upon-a-time rate of \$4 a pound to less than half a dollar. The market for platinum is too great, a famine is threatened, and the price has doubled in a year.

For thirty years one strong personality, Joseph Wharton, a Quaker merchant of Philadelphia, ruled the nickel market in peace and prosperity, in spite of the fact that more nickel ores were known than could possibly be used. In fact, ores containing nickel and cobalt were mined for cobalt in Connecticut before the Revolution—even before nickel had been isolated as a metal.

Wharton ruled partly by being a great metallurgist and improving the smelting art until his nickel was the purest known, but chiefly by his untiring vigilance as a merchant. He ruled until foreign ores of New Caledonia and of Canada pressed their demands. They finally entered by beating down the tariff, against Wharton's vigorous protest. The Canadian nickel was largely owned by citizens of the United States residing in Cleveland, Ohio. Their plea was that the United States needed the nickel for armor plate. The plea succeeded. Wharton closed the only considerable nickel mine in the United States and submissively changed his activity from mining and smelting nickel ores to making government nickel steel at his Bethlehem Iron Works. His reign passed to the International Nickel Company, which controls the

nickel supply of the world, and, lacking Wharton's shrewd knowledge of trade principles has tried to force a great supply upon a market that does not exist. Wharton had already exhausted the expedient of reducing the price, and the trust resolved to expand nickel's usefulness. They pushed nickel steel in every direction, but there has not been war enough for the armor plates. For the arts of peace they reintroduced nickel in the utensils of the kitchen. Unfortunately, the tariff which let in their nickel also let in cheap tin, and kept out tin plates and by the aggressive work of St. Louis tin plate manufacturers tin ware was sold in the five and ten cent stores, which competed with nickel at fifty times the price. Then the Mellons put aluminum into the same field. The nickel trust, though backed with many millions in capital, and vitally interested, has not so cut the price as to lead to a division of the utensil trade in its favor. Neither has it reintroduced nickel-coated wares to compete with tin, though Wharton's assistant, Fleitmann, showed the way many years ago. Wharton died a few years ago and the nickel trade needs not a trust but a merchant.

Platinum, on the contrary, is too useful for the supply. It is still indispensable in incandescent electric bulbs, and a certain quantity is needed for the utensils of chemical industry and for laboratories. As these are increasing very rapidly, the consumption of platinum increases, and the supply grows less, because the deposits are few. Nickel, on the other hand, occurs universally. It has been detected as far out in the universe as the sun and in meteorites. It accompanies iron and is detected in refined copper. Its places of accumulation, as valuable ores, are many. But one can count the platinum deposits on one's hand.

Russia ranks first in platinum production, and benefits by convict labor and the developed skill of many years. Lately, American gold dredges help to eke out a supply from the rapidly decreasing stores there. Colombia, South America, comes next, but

there the adventurous whites who have left the waning gold fevers to risk the swamp fevers have been failures as miners. Third in rank as a producer of platinum is the United States, and here again platinum has taken refuge in an unsettled country. The west coast of northern California, Oregon, and Washington has a fringe of settlements of fisher folk at the water's edge, and behind this the testimony of the elk, panther, and bear shows that the country is still wild and likely to remain so. But here is a heritage, heeded by no one, yet sufficient in all probability to give a good livelihood to a large population; to develop good roads and a demand for vegetables, grain, cattle, and especially fruits, which grow well in one of the best and most agreeable climates in the country. Then why not? Why does not platinum mining develop by the almost automatic processes of industry? The answer is simple. The platinum market is in the hands of three or four concerns who have alternately combined and competed for the already developed supply of Russia. Their overtures to the simple people of the Oregon coast have left the greater profit in the hands of the big concerns—so the Oregonians think—and it costs too much to overcome their suspicions. A trust would have difficulty in monopolizing

the small, scattered deposits, which are large in the aggregate. It is a "poor man's proposition" where the miner must know how to deal with and save by-products. But the Western people deal with the main chance. They are nowhere educated to the doctrine of by-products. The gold miner knows less of platinum than the hog raiser does of pepsin.

Of the two industries, the outlook for platinum is better than for nickel. Never in our history has a mineral want gone begging. The material is always supplied. In this case the easy solution lies in the application of the beneficent paternalism with which the United States Department of Agriculture has helped the farmer, until this feature is a recognized essential part of national economy. The same spirit has made itself evident in the creation of a Bureau of Mines. The opportunities for benefiting the mining fraternity are few compared to those in agriculture, for the private mining engineer serves his clientage well. But the platinum mine is too small for the mining engineer, and one small mining experiment station on the Oregon coast will do for platinum what agricultural experiment stations have done for the culture of alfalfa, dates, tobacco, and hemp; and the result will be more generally appreciated.

TAX REFORM IN CALIFORNIA

BY CARL C. PLEHN

(Professor of Finance, University of California, and Secretary of the State Commission on Revenues and Taxation)

AT the general State election, held on November 8, 1910, the people of California adopted an amendment to the constitution of the State establishing a new system of taxation.

In his work on "The American Commonwealth" James Bryce refers to the constitution of California, adopted in 1879, as "that surprising instrument by which California is now governed." In the later editions Mr. Bryce prints extracts from this instrument with an apology for "being unable to find space for the whole document." That constitution was "surprising" not alone on account of its length, nor the radical principles embodied in it, but also on account of the freedom with which it admitted both the views and the grammar of the people to the "fundamental law" of the land. It is more

a code of law than a constitution, and leaves but little latitude for the legislator. However, despite the gloomy forecasts of the conservatives and of panic-stricken capitalists this folk-made constitution has not worked badly during its thirty years of life. But because of its many prohibitions, rather than its radical grants of power, it has required a steady stream of new folk-made law in the form of "constitutional amendments" to keep the ship of state moving.

The article on "revenue and taxation" in this instrument prescribed rigidly, for all departments of government, the old general property tax. In this tax was embodied a novel device intended to compel the mortgagee to pay taxes on the mortgage,—advice which soon became a dead letter and has just been entirely repealed. The same article

authorized an income tax on "any one or more" . . . "persons or corporations, joint-stock associations, or companies." Yet no railway magnate, no "octopus" corporation, no labor leader, nor any one else has ever been taxed under this provision by name or by class or otherwise.

The State outgrew the old general property tax twenty years ago. For ten years "the people" suffered in silence. Sometimes the suffering farmers growled, but then—they also growled about the weather, with just as must effect. Slowly the dissatisfaction spread. For the past ten years the farmers in their "Grange" meetings, the county assessors in their annual conventions, and other bodies have been "whereasing" and "resolving" on tax reform with somewhat more concrete purposes in mind. In 1899 a special committee of the Senate reported that: "From Maine to Texas and from Florida to California there is but one opinion as to the workings of the present system of taxation. That is, that it is inequitable, unfair, and positively unjust."

Six years ago a definite campaign for tax reform began, which has just been crowned with success. This campaign had none of the picturesque, riotous features of the movement which gave birth to the constitution. It was a sober, serious upheaval, an orderly, legal revolution. The army of tax reform was manned by the over-taxed farmers and real estate owners, led and officered by two successive Governors—George C. Pardee and James N. Gillett—and by the most experienced tax officials of the State. The measure eventually adopted was carefully prepared by a commission composed of the Governor, members of the legislature, and the Professor of Finance in the State University, which had been created by one legislature; it was debated and unanimously proposed to the people by a second legislature; it was freely discussed and voted down by the people; then it was revised again to meet the specific objections raised, and again formally proposed by a third legislature, and eventually approved by the people by a majority of 40,000 out of a total of 160,000 votes cast. At the very eve of the last election a special session of the legislature was called to make certain minor corrections, and at that same special session certain features, to which popular objection had been made, were amended. It was discussed at length and in detail by all the leading papers of the State, and every voter received by mail lengthy printed arguments pro and con. Large display advertisements, mostly in opposition,

were run in all the papers of the State, and innumerable posters, "stickers," and handbills called attention to its merits and demerits.

The farmers and real estate men used for the most part the direct and simple appeal:



The forces against the amendment were, naturally, those corporations whose taxes will be raised. For the most part they worked in the dark, because it is generally believed that the voters of California have "corporation-phobia" and will vote against anything the "interests" are known to favor. But some of the national bankers came more or less into the open and through the large display advertisements above mentioned advanced certain "reasons" against the amendment and certain alleged statistics, both without strict regard to the truth. Their main endeavor was to "throw a scare" into the mercantile and financial interests by claiming that such "excessive" taxation would drive away capital, and they even went so far as to claim that the new system of taxation would jeopardize the school system and the State University. The special cause of the opposition of these bankers appears to have been the action of the legislature, at the last moment, in restoring the tax on bank capital to one per cent as recommended by the commission, although it had been at one time fixed at six-tenths of one per cent. But they had stultified themselves by favoring the amendment when the rate was low.

The evils that were complained of were much the same as those that are felt in all other States which continue the general property tax as a means for raising revenue for the support of all the different divisions of government, central and local. They are: (1) the over-taxation of real estate and especially of agricultural real estate; (2) grave in-

equalities between localities due largely to the effort of each county (in California the county is the local assessment district) to evade the State tax by under valuation of its taxable property; (3) inequalities and unfairness in the apportionment, under the "where located" rule, of the revenues derived from enterprises of a general character, like the railroads; and (4) the evasion of taxation by the banks and public service corporations.

The remedies provided in the amendment are: (1) the abolition of the State tax on property in general, which was held to be the main cause of the inequalities between localities; (2) the taxation of public service corporations, whose property is of a general character by, and for the support of, the State alone, and that on the basis of gross receipts; also (3) the taxation of the banks by and for the State but on the basis of the book value of the stock. In short, it is the plan of "separation" that has been so largely agitated as the first necessary step in tax reform.

The problem of "separation" is more difficult in California than in many other States because of the larger relative amount of the State's expenditures. The State spends liberally for the support of the school system, endeavoring to equalize the school facilities throughout the commonwealth, and it relieves the localities of many other expenses which in other States are left for the towns and cities to bear. The State has heretofore gone but a little way in the direction of separation, having out of some \$12,000,000 of net income only about \$4,000,000 from sources other than the property tax. Hence, it was necessary to take over for State taxation all the railroads, steam and electric, all light, heat, and power companies, all telegraph and telephone companies, all car companies, and express companies, and the banks. Incidentally, the taxation of insurance companies is equalized under the new system and the vexed question of the taxation of franchises has been settled by passing that into the hands of the State. Under the old system each franchise, or "the corporate excess," was taxable where the "head office" of the company was located. But the location of the "head office" was merely technical and by shifting it to some out-of-the-way place where the assessor could be counted on to be complaisant, the tax could be evaded entirely.

Much interest attaches to the method of determining the rates of taxation on the basis of the gross receipts. In the first place it was established that the average rate of taxation on real estate and on the other property that

is left for local taxation would be on the average about one per cent. of the full cash value, if the State tax could be removed. It was, therefore, sought to establish such rates on the gross receipts of the different classes of corporations as would equal, as nearly as might be, one per cent. of the true value of the property used by the different classes of corporations. The rates finally decided upon were: 4 per cent. for railroads of all classes, and for the light, heat, and power companies; $3\frac{1}{2}$ per cent. for telephone and telegraph companies; 3 per cent. for car companies; and 2 per cent. for express companies.

Banks have been very inadequately taxed in the past. National banks especially have almost entirely escaped taxation, because the State attempted to tax them by one method and other banks by another, and the federal courts were afraid that the difference in method might involve discrimination against the national banks. The solution offered is to tax all banks alike on the basis of the book value of the stock. In connection with the banks one of the controversies arose. The commission, logically, recommended that the banks should pay one per cent., the same rate as other taxpayers are required to pay; but the bankers made a plea to the legislature that one per cent. was an "excessive" tax and persuaded that body at its regular session to reduce the rate to six-tenths of one per cent. This aroused such popular outcry that on the very eve of the election, the legislature, in special session, restored the rate to one per cent., the same as on all other property.

All of the rates may be changed by the legislature at any time by a two-thirds vote. It is estimated that the new system will increase the taxes of the corporations to be taxed for State purposes by some \$3,500,000 annually. It would have been more, had it not been that the six years of agitation led to the partial correction of some of the under-assessments. Correspondingly, the burden on real estate can be reduced by so much.

It is estimated that the taxes reserved for the State will be sufficient to meet all its requirements. If that proves to be the case, no equalization between counties will be necessary. The counties will enjoy a considerable degree of "home rule" in matters of taxation. Furthermore, the corrupting influence of politics in relation to taxation will be removed, at least so far as the great "interests" are concerned, for their taxes will be determined by a mathematical rule that obviates the necessity for any discretionary judgments by assessors or other officials.

LEADING ARTICLES OF THE MONTH

A GLANCE AT THE WORLD'S PERIODICALS

A BROAD, general, rapid survey of the periodical literature published in the various languages of the civilized world during the present season indicates that, while national and local topics of interest come in for the largest share of attention, certain subjects of world concern are presented and discussed in the reviews and magazines brought out in many different languages and at widely separated points of the globe. Such topics of general human concern as the constantly increasing cost of living, the relations of labor and capital, the adjustment and readjustment of tariffs, the ever-mounting budgets of the nations, relief of the unemployed, international peace and the reduction of armament, various aspects of the woman suffrage question, socialism, general party politics and aerial navigation—these occupy a good deal of space in the current periodicals of Europe, of the United States and Canada and of the Latin-American countries.

In addition to thoroughly presenting all phases of these general subjects, the reviews of continental Europe are largely concerned with the questions of emigration, of the relations between Church and State, and of the extension of the franchise. British periodicals continue to debate with more or less acerbity international and imperial relations, Home Rule for Ireland and the seemingly endless struggle between the two houses of Parliament.

THE BRITISH REVIEWS AND THE GENERAL ELECTIONS

The more serious quarterlies and monthlies all have "leaders" on the general political situation in Great Britain. In the *Contemporary Review* (December) Mr. Harold Spender very lucidly states the issue of the general election campaign just closed. Will Britons consent much longer to the powers and privileges of the few over the life and labor of the many? This, says Mr. Spender, is the question Englishmen are asked to decide. The *Fortnightly* (December) prints four articles on the political situation. Mr. Sydney Brooks characterizes the breakdown of the recent conference between the two houses of Parliament as registering "the lowest point

to which our political capacity has sunk within the memory of living man." He is persuaded that the country recognizes the justice of the Liberal point of view, but he deprecates the methods employed by the present government. Mr. J. L. Garvin, editor of the *London Observer*, whose trenchant editorials have figured as one of the most important influences in the last two general elections in Great Britain, announces his defection from the government. The supreme duty of the hour, says Mr. Garvin, is to "break both the Liberal party and Mr. Redmond in order to save the crown from humiliation and the realm from ruin."

Mr. L. J. Maxse, editor of the *National Review* (London), has, in his issue for December, his usual quota of vigorously worded paragraphs on the situation from the anti-Liberal, anti-German, anti-Home Rule standpoint. *Blackwood's* (December) editorially rejoices at what it calls the progress made by Unionist sentiment. Two articles in the *Nineteenth Century* present opposing views. Mr. J. A. R. Marriott berates the Unionists in view of the Osborne judgment. Where, he asks, has British conservatism gone? Sir Henry Seton-Karr unsparingly criticises Chancellor Lloyd-George, and Mr. W. S. Lilly purports to find, in the philosophy of Aristotle and John Stuart Mill, a real reason for the existence of a conservative Upper Chamber. Home Rule for Ireland, in the opinion of a writer in the *Fortnightly* who signs himself "Outsider," is the liveliest issue before the British people to-day. Canon Sheehan, writing on William O'Brien and the Irish Center party (in the same number of the *Fortnightly*), maintains that the Irish are beginning to discover that they must unite, because "the best way to turn an enemy into a friend is to trust him."

WHAT ENGLISHMEN ARE READING ABOUT

A noteworthy article on social conditions in England appears in *Blackwood's* under the title "The Chancellor of the Exchequer and the Idle Rich, by One of Them"—referring to a recent speech of Mr. Lloyd-George. The writer describes the work he does as a landowner and apparently makes good his claim

that a country gentleman is not necessarily an idler.

There are the usual number of articles on topics concerned with the emancipation of woman. Particularly noteworthy is Mr. Joseph Strauss' study of "Woman's Position in Jewry." "In ancient and modern Jewry the position of woman is such as to command the approval and admiration even of our modern suffragettes." Good supplementary reading to this article is the suggestion, interestingly set forth in a paper by R. F. Cholmeley, on "A School for Fathers," in *The Englishwoman*, that ably edited review of the progress of feminine emancipation published in London, which has, during the past year, printed a good deal of scholarly, well-thought out material on the position of woman in modern society.

INTERNATIONAL TOPICS

The English reviews are, of course, greatly concerned with international politics. Dr. E. J. Dillon, in his stimulating and comprehensive review of foreign affairs which appears each month in the *Contemporary*, considers, in that periodical for December, "The Chief Hindrance to a European War"—the check being, in his opinion, a preponderating British navy. In the *Westminster*, Mr. H. J. Darnton-Fraser, in his article "The Danger Point in the Near East," joins Mr. Maxse, editor of the *National Review*, in his anti-German preachments. "Tay Pay" O'Connor, in his own *Magazine*, pleads with the civilized world to arouse itself on the question of "Finland's Struggle for Freedom." A strong article on "German Views of an Anglo-German Understanding," by Sir H. H. Johnston, in the *Nineteenth Century*, is noticed more extensively on another page. Mr. Lovat Fraser, in the *National Review*, attempts to justify the sharp tone of the British note to Persia, made public in October, on the subject of anarchy in the southern provinces of that country. The whole question of the Near East, as summed up in the career and personality of the ex-Turkish Sultan, Abdul Hamid, is graphically and shudderingly set forth in the *Fortnightly*, by two Greek writers, C. Chrysaphides and R. Lara

ESSAYS IN THE FRENCH REVIEWS

The French reviews always pay a good deal of attention to literary and historical topics. The staid and solid old *Revue des Deux*

Mondes continues to give us elaborate, excellently written historical and reminiscent articles. Recent numbers have been made particularly interesting by a series of articles from the pen of the well-known French writer on political economy, M. Paul Leroy-Beaulieu. He discusses French labor problems with particular reference to what he calls the syndicalist revolution, which he believes is imminent in France. That staid French periodical, *Documents du Progrès*, semi-official organ of the Foreign Office, contains an elaborate analysis (by R. Broda) on the idea of "insurance against unemployment." In the same magazine R. Simon describes the results of "collective bargaining and the conditions of labor in continental Europe." The *Grande Revue* thinks that "the legal minimum wage in France is too low."

Army and navy matters are discussed at length in the French reviews. General Francfort, writing in the *Correspondant*, maintains that the Republic needs more army officers; L. Marin (in the *Nouvelle Revue*) severely criticises the executive management of the French navy, and Commander Davin (in *Questions Diplomatiques*) gives an admirable history of the Russian navy. Colonel Marchand pays his respects to British administration in Egypt in an article in the *Nouvelle Revue*, and, in *Questions Diplomatiques*, scores "Turkish Pretensions in Africa," while in the last-named review M. Sovue congratulates England on the consummation of the South African union. An anonymous article in the *Revue de Paris* "booms" Brest as a transatlantic port. *La Revue*, in many respects the most ably and vigorously edited of the French reviews, has an appreciation of Tolstoy, and a long, eloquent description of Latin civilization by Señor Manuel Ugarte, the well-known Argentine political writer. The editor of *La Revue* also, M. Jean Finot, has, in two recent numbers, an article on the emancipation of woman (he entitles it "The Death of the Eternal Feminine") in which he speaks hopefully of the woman of to-morrow, who "will have acquired virtues unknown to us to-day, and who will show us a new femininity which will not be a new masculinity."

STUDIES BY GERMANY'S WISE MEN

The German reviews are even more scholarly and detached from the pressing problems of the day than are the French. The heavier reviews, like the *Deutsche* and the *Rundschau*, present philosophical studies, opinions of

learned Germans on the functions of education, and the army and navy, and two or three studies of foreign politics that are worthy of note. On another page we quote an interesting German opinion of the "Roosevelt Destiny." In connection with our article on the London town-planning conference on page 46 some interesting information can be obtained from Dr. Bruno Schmitz' scholarly paper (in the *Nord und Süd*) on "The Berlin Housing Problem." A long discussion of the recent Parliamentary developments in Germany is contributed to the *Deutsche Revue* by T. Boisly. Of course the German reviews all have something to say on conditions in the Balkans and Turkish finances. Frieher von Machy, writing in the *Konservative Monatsschrift*, thinks that the young Turks in their financial extremity must now turn to Germany.

OTHER EUROPEAN COMMENT AND DISCUSSION

In Italy, the reform of the Upper House and questions of the regulation of art exportations and the lessening of emigration occupy the attention of the magazines. We give elsewhere a statement of the reforming of the Italian senate. *Nuova Antologia* has a symposium on Tolstoy made up of articles by seven eminent Italians. The celebrated Professor Ferrero contributes some appreciative comments on the literary style of the great Russian.

It is not very often that the Spanish reviews publish articles that are of such a nature that they can be condensed and used in these pages. Recent numbers of *Espana Moderna*, however, have contained several noteworthy articles of interest to Americans. One on "Greater Spain" in a current number deals with variations of the Spanish language found in America, pointing out the difference between Cubanisms, Peruvianisms, etc. We quote on another page from an article in *Cultura Filipina* on the status of the English and Spanish languages in the Philippines.

The Dutch reviews limit their articles largely to topics of national interest. A writer in *De Gids*, however, discusses international arbitration and disarmament, declaring it his belief that it will be the duty of Holland to bring about some scheme of universal peace.

The readers of Swedish, Norwegian and Danish reviews are evidently much more interested in topics of artistic and economic concern in their own countries than they are in

international affairs. All the Scandinavian countries, however, are interested in Georg Brandes, the famous Danish critic, who has come to be recognized as the most eminent personality of his country. A little about Brandes' eminence is given in a recent number of *Samtiden*, the Norwegian review, from which we quote on another page.

THE AMERICAN POPULAR MAGAZINES

Reverting now to the form of periodical publication with which our readers are more familiar, the American illustrated magazine, we find that the annual custom of adapting the December and January numbers to the supposed requirements of the Christmas season still persists, although the preparation of special holiday features, both in text and illustration, is growing less elaborate from year to year. Notwithstanding the large number of Christmas stories that still make their appearance in the magazines, a very large proportion of space in the December numbers is left for the so-called "serious" features,—political, social and economic discussions, a few essays and bits of literary criticism, and now and then a descriptive article of the old type, with an occasional chapter of biography, reminiscence, or history.

POLITICAL DISCUSSIONS

If any Rip Van Winkle among the magazine-ists of half a century ago should come back to earth in this year of grace of 1911, one of the first characteristics that he would be likely to note in the contents of the up-to-date American magazine would be the increased attention to current topics in the political and economic fields. By way of illustration, we have only to look over the tables of contents presented by the leading popular magazines of last month. These are some of the subjects which are journalistically treated in those periodicals: "Insurgence of Insurgency," by William Allen White, a journalist who knows what insurgency means, if anybody does, in the *American Magazine*; "It: the Politics of Business," by Lincoln Steffens in *Everybody's*; "What Are You Going To Do About It?" (dealing with political conditions in Colorado), by Charles E. Russell in the *Cosmopolitan*; "The New Apportionment of the House," by G. G. Lincoln in *Munsey's*; "Is Congressional Oratory a Lost Art?" by Speaker-to-Be Champ Clark, in the *Century*, and in the same magazine "The House of Governors," by W. G. Jordan, who

is, and has been chief promoter of that promising institution. In the *North American Review* there are two articles bearing directly on the present political situation: "Lessons of the Election," by Edward G. Lowry, and "Popular Election of United States Senators," by J. W. Perrin.

SOCIAL AND ECONOMIC ARTICLES

Among the economic topics treated in December magazines are "Working Girls' Budgets" and "Masters of Capital in America" in *McClure's*; "The Honest Farmer" in *Hampton's*; and "Woman, the Lion of Progress" in the *Forum*. Mr. William S. Rositer writes with perception and knowledge in the *Atlantic Monthly* concerning the dwindling of that part of our population which concerns itself with agriculture. In the *American Magazine*, Mr. A. J. Nock exposes some of the absurdities in our present taxation system under the title "The Things That Are Caesar's." Dr. Booker T. Washington tells in the *World's Work* "How Education Solves the Race Problem" and in the same magazine Mr. Frederic C. Howe defines "A Way Toward Modern Civics." Mr. C. M. Harger contributes to the *North American Review* a well-informed statement of the relation of finance to the land movement in the middle West. In *Hampton's*, Rheta C. Dorr writes on "Another Chance for the Bad Boy" and in the *North American Review* Dr. P. S. Moxom shows the relation of the modern child to movements for social reform.

Several important articles of the month are devoted to commerce and its regulation. In the *American Magazine*, Miss Ida M. Tarbell makes pointed reference to the public record of Senator Aldrich on the tariff, while in the *Atlantic* Prof. F. W. Taussig, in an article which we summarize on another page of this REVIEW, attacks the much lauded basic principle of difference in the cost of production as applied to the tariff. The timely subject of reciprocity with Canada is discussed in the *Forum* by Peter McArthur. (In this connection our readers will note Mr. McGrath's resumé of the American and Canadian arguments in this number of the REVIEW.)

Quite apart from questions of tariff and reciprocity, the actual trade conditions of the world are being presented in a series of articles in the *Century Magazine*. The commerce of Spain is described in the December number by A. S. Riggs, and those Americans who have thought of Spain as a decadent nation will be surprised at the showing that is made

for her in trade relations. The old problem of building up an American merchant marine is attacked in the *Atlantic* by Mr. W. S. Bowles.

INTERESTING BIOGRAPHICAL SKETCHES

It is a relief to turn from these rather matter-of-fact articles to the biographical studies that have a place in the December and January numbers. Prof. A. C. McGiffert has begun in the *Century* a really new and inspiring account of "Martin Luther and His Work." The *Century* has been famous in years past for its biographies of distinguished men. There seems to be a peculiar need of a modern life of Luther which will answer the questions sure to be asked by the present generation. Professor McGiffert is an enthusiast on this subject and the introductory chapters of his work give every promise of a most successful and profitable biography.

Mr. Gamaliel Bradford's study of Robert E. Lee in the *Atlantic* is noteworthy as a discriminating and appreciative contribution of a Northern writer to a rapidly growing Lee literature. Prof. Brander Matthews writes in the *Century* of "Poe's Cosmopolitan Fame," while in the *North American Review* Mr. Archibald Henderson contributes an entertaining analysis of "The International Fame of Mark Twain." These two American writers, it is safe to say, will not soon be forgotten, even in lands where literary reputation has been won by comparatively few Americans. We quote elsewhere (page 97) from Mr. Howells' appreciation of Tolstoy in the *North American*.

TRAVEL, DESCRIPTION, AND ADVENTURE

A few years ago every well-regulated American magazine was supposed to publish in each issue at least two or three "travel articles." This excellent custom is now, we regret to say, more honored in the breach than in the observance. In the whole range of contents presented by the December numbers, only three or four travel sketches have a place. These, however, happen to be exceedingly well done. One of them is Mr. Walter Pritchard Eaton's "The Real Dismal Swamp," in *Harper's*; another is Mr. Ernest Thompson Seton's "Arctic Travels," in *Scribner's*, while Mr. Paul J. Rainey's unusual experiences in securing Arctic animals, as related in the *Cosmopolitan* for December, were summarized in our own December number. In the way of description, also, we

should not omit mention of Mr. G. W. Ogden's account in *Everybody's* of the recent forest fires of the northwest. In the *North American Review*, Mr. W. R. Thayer writes an appreciative article on "The Clue to Modern Italy." In *Hampton's*, Mr. Frederic C. Howe gives an excellent description of the city of Düsseldorf, and in the same magazine Mr. Walter Wellman relates his adventures in his recent attempt to cross the Atlantic in an airship.

As a graphic account of personal experience such as does not often find its way into literature, we commend to the notice of our readers

Mr. Joseph Husband's articles in the *Atlantic* on mining conditions. The December installment is a thrilling story of "Fire in a Mine."

We have mentioned only a few of the more prominent topics in the December numbers of the popular magazines, disregarding for the moment a great number of special and semi-technical articles which constantly appear in journals of a limited or class circulation. These, however, are not altogether ignored in this department of "Leading Articles of the Month," in which are noted several scientific topics that are of interest to the general reader as well as to the specialist.

THE TARIFF AND COST OF PRODUCTION

THE doctrine of a tariff based on differences in cost of production has recently received much attention in this country. It was incorporated in the national Republican platform of 1908, and in the debates on the new Tariff Act, in the following year, it was repeatedly spoken of by the "insurgent" Republicans as the true and accepted Republican principle of protection by which every specific duty on manufactured products was to be tested. And after the Payne-Aldrich bill had been passed and became a law President Taft was repeatedly assailed because of his alleged departure from this principle in signing the bill.

A fresh discussion of this tariff plan is embodied in an article contributed by Prof. F. W. Taussig, of Harvard, to the *Atlantic Monthly* for December. Contrary to a very generally accepted opinion, Professor Taussig regards the scheme as a novel one. At the outset he shows that in order to apply the principle it will be necessary for the new Tariff Board to spend hundreds of thousands of dollars in ascertaining the cost of production of protected articles at home and abroad. He warns us that "cost of production" is a slippery phrase, that costs differ in different establishments and cannot be figured out with accuracy in any one establishment without an elaborate system of special accounts such as are rarely kept; but he admits that approximate figures may be secured and that if the principle is sound it will be of great service to have careful preparation for its application and to reach the nearest approach to accuracy that the complexities of industry permit. But the question remains, How far is it all worth while? To this question Professor Taussig's brutally frank answer is that as a

"solution" of the tariff question this much-paraded "true principle" is worthless. Applied with consistency, he says, it would lead to the complete annihilation of foreign trade.

As he interprets the phrase "equalization of cost of production," it has only this meaning: The higher the expenses of an American producer, and the greater the excess of the expenses incurred by him over those incurred by a foreign competitor, the higher the duty. This means, then, that the production of any and every thing is to be encouraged — not only encouraged but enabled to hold its own. Automatically the duty goes up in proportion as the American cost is large. As an illustration, Professor Taussig refers to the production of tea in South Carolina. Ascertain how much more expensive it is to grow the trees and prepare the leaves there than it is in Ceylon, and put on a duty high enough to offset. Similarly in the case of Kentucky hemp, ascertain how much more expensive it is to grow hemp in Kentucky than in Russia or Yucatan, and equalize conditions with a high duty.

It was on this principle that the duties on lemons and prunes were raised in the Payne-Aldrich tariff for the benefit of the California growers. But, says Professor Taussig, if lemons are to be protected under this principle in California, why not grapes in Maine? "They can be grown if only the duties be made high enough. Of course, the more unfavorable the conditions the higher the duties must be. The climate of Maine is not favorable for grapes; they would have to be grown in hot-houses. But make the duty high enough, handicap the foreign producer to the point of equalization, and the crops can be grown." But the obvious consequence of all

this is that the more unsuited the conditions are for efficient and economical production, the greater will be the effort to bring about protection. This equalizing principle, then, will work in this way,—the worse the natural conditions, the more extreme will be the height of protection.

If it is maintained that the principle is not to be pushed to such absurd lengths the question remains, Where shall the line be drawn? Professor Taussig refers to the advance of duties in our present tariff of 50, 70, and 100 per cent., and to Senator Aldrich's remark in the course of the tariff debates that he would cheerfully vote for a duty of 300 per cent. if it were necessary to equalize conditions for an American producer. If 300 per cent., asks Professor Taussig, why not 500 or 1000 per cent.?

As a proposition for settling the tariff problem, therefore, Professor Taussig dismisses

this much-lauded principle as worthless. In fact, it begs the whole question at issue, which is: How far shall domestic producers be encouraged to enter on industries in which they are unable to meet foreign competition?

Professor Taussig would not, however, leave it to be inferred that inquiries about relative cost of production, money rates of wages, and equalization of conditions, are not worth while. On the contrary, he believes that they will conduce to a better understanding of the tariff situation and are likely to lead to improvement in legislation. In two directions, he believes, the investigation of relative costs of production would be of advantage: as to undue gains in monopolistic or quasi-monopolistic industries, and as to the extent to which there are vested interests which must be respected in a future settlement of the tariff.

A GERMAN VIEW OF THE "ROOSEVELT DESTINY"

A REVIEW of present-day political and economic conditions in the United States—written with remarkable comprehensiveness and penetration for a foreigner—is contributed to the *Deutsche Rundschau* by Emil Fitger, editor of the Bremen *Weserzeitung*. His concluding remarks, which are devoted to the "question of the giant trusts and Roosevelt's relation to them," are worth quoting, and we give them here only slightly condensed:

Whether some great genius will lead his people into new paths is the most difficult thing in the world to predict. Great geniuses are rare phenomena; they appear suddenly like Pallas Athene springing from the head of Zeus. Such were Pericles, Cæsar, Frederick the Great, Napoleon, Bismarck. Is Roosevelt, perchance, made of the stuff of a regenerator? Who knows? He must not be measured by the scale of the men just mentioned; all the world indeed, is agreed upon that. But he has exerted a great influence upon his nation and may possibly still greatly increase it.

In order to be a regenerator of the politics of his country—assuming that Roosevelt wants to venture the great throw—he must, continues the German writer, have a clear realization of his aims and of the means at his disposal.

The power that is ultimately to extend over everything must proceed from internal politics.

The path of the victorious general is not open, unless, it may be, in the event of a war with Japan. It might then well be that, with the lack of trained generals, the "rough rider" of the Far West, the daring volunteer of the Cuban campaign would be placed at the head of all the forces of his country.

If the "waves of war do not raise him to such a rôle, there remains only that of a civil dictator, such as Pericles was under democratic forms."

Roosevelt's task would be the annihilation of the inordinate power of the associated gigantic capital of New York. . . . The combat with such gigantic powers, carried on not from the standpoint of the foreigner but of the North American patriot, would be an enterprise worthy of a political Hercules. There is many an unfavorable element in the arena—the rigidity of party formations, the diverse platforms, the influence of the trusts and their contributions to party funds. But also many favorable factors—the growing resentment of the masses against the trusts, the existence of a party, the Democratic, already trained to fight these capitalistic powers. Roosevelt, however, does not belong to it. Going over from one party to another in a man of such high position is almost unprecedented. Our former compatriot, Carl Schurz, had the courage to do it. . . . But Schurz did not occupy the highest place. And he was confronted by many difficulties owing to his change of allegiance.

Is Roosevelt willing to undertake the giant war with those powers? People do not know. That he will fight against them is certain; but

whether he will do it as a thing of life and death, whether he credits himself with the strength to shift the battle array of the two opponents and throw it into disorder, whether he may even venture to take the unprecedented step of placing himself at the head of his former opponents (from whom so many questions divide him), he alone knows. The accusation, so portentous in a democratic republic, of striving for a dictatorship, to which Gambetta succumbed, Roosevelt has not escaped. His seemingly renewed aspiration for the presidency was interpreted in that light. He was reproached with being the first to break with

the tradition, held sacred since the time of Washington, that no one shall be elected President more than twice. The arraignment is not at all pertinent. Roosevelt has thus far been elected only once, in 1904. Before that he had to step in because of McKinley's assassination. Roosevelt's popularity suffered in the last years of his incumbency; not among the people but in congressional circles did opposition to him manifest itself, after he had repeatedly sharply rebuked them; they, among other ways, answered him by granting him only two battleships of the four he had demanded.

HAS GERMANY DESIGNS ON HOLLAND AND TURKEY?

THE price to England of an understanding with Germany is British acquiescence in the Kaiser's ambition to absorb Holland and dominate in the Balkans. At least, such is the opinion of Sir Harry Johnston, the eminent English traveler and authority on Oriental and African peoples. This opinion is vigorously set forth in an article in the *Nineteenth Century and After*.

Sir Harry Johnston is a friend of peace and a friend of Germany. As an ex-British pro-consul he has a wide experience of the world and its ways. He traveled through the principal towns of Germany last autumn, and during his visit he made it his special business to ask German officials, German politicians, heads of industries and of great commercial firms why Germany is forcing the pace in the matter of naval construction. He took no notice of the "unreasonable aspirations" of the German jingoes. He embodies in his article what he tells us may be considered the average views of enlightened and intelligent Germans. He has come to the conclusion that no understanding is possible with Germany, and that there can be no abatement in the race of naval armaments

unless Great Britain enters into a compact with Germany, written or unwritten, which will make over to the German Empire, as part of the domain in which she exercises dominating influence, the kingdom of the Netherlands and all the appurtenances thereto, the Balkan peninsula, and all that remains of the Turkish Empire.

These are the terms of settlement with Germany.

GERMAN AMBITIONS IN THE NEAR EAST

Here is his summary of what the Germans say regarding their modest ambitions in the Near East:

They propose as their theatre of political influence, commercial expansion, and agricultural experiments the undeveloped lands of the Balkan peninsula, of Asia Minor, and of Mesopotamia, down even to the mouth of the Euphrates. They might be willing, in agreement with the rest of the world, to create an Eastern Belgium in Syria-Palestine—perhaps a Jewish state—which, merely by the fact of its being charged with the safekeeping of the holy places of Christianity, would quite possibly become undenominationally Christian. A Turkish sultanate might continue to exist in Asia Minor, just as there will probably be for centuries a King or Queen of the Netherlands, of Austria, Hungary, Bohemia, Bulgaria, and Rumania; but German influence at Constantinople would become supreme, whether or not it was under the black-white-and-red flag of the Fatherland itself, or under the Crescent and Star ensign of Byzantium.

"Why should this worry you?" asked the Germans.

It might inconvenience Russia, but we could square Russia, and in return for the acceptance of our treatment of Constantinople we would give her the fullest guaranties regarding the independence of Denmark, and possibly even we might admit the right of Russia to an *enclave* on the Asiatic side of the Bosphorus, and to a sphere of influence over Trebizond and Northern Armenia, besides recognizing the special need of Russia to obtain access to the Persian Gulf through Northern and Western Persia.

BERLIN'S APPETITE FOR HOLLAND

The other indispensable condition of a real Anglo-German peace is, according to this English writer, the acceptance by Great Britain of "the virtual incorporation of Holland in the German Empire." "More than one enlightened and intelligent German" told Sir Harry Johnston, that

of course, this Anglo-German understanding would include (whether it were publicly expressed or not) a recognition on the part of Britain that

henceforth the kingdom of the Netherlands must, by means of a very strict alliance, come within the German sphere. We have already brought pressure to bear on the Dutch Government to insure this. We intend to stand no nonsense or to admit no tergiversation in this respect. So long as Holland consents to be more nearly allied with the German Empire than with any other Power, so long its dynasty, its internal independence, and the governance of its overseas possessions (in the which more and more German capital is being sunk annually) will remain completely undisturbed. But you may take it from us that an alliance for offensive and defensive purposes now exists between Holland and Germany, and that the foreign policy of the two nations will henceforth be as closely allied as is that of Germany and Austria.

If Britain refuses this offer from Berlin, then, in the words of the "enlightened and

intelligent Germans" who have given Sir Harry Johnston their opinion:

Of course if you drive us to extremes and block us in all other directions by refusing to coöperate with us in the removal of our neighbors' landmarks and enclosing territories in Europe and Asia we may put the whole question to the test when the right opportunity comes by occupying Belgium (and Holland), by throwing down the gage of battle to France; and, as the outcome of victory, incorporate within the German sphere not only Holland and Belgium but also Picardy. That would be our way of commencing the duel with Great Britain. But we should make use of our navy to defend the approaches to Holland, Belgium, and Denmark, and we ask you what sort of efforts you would have to make in the way of army organization to be able, even in alliance with France and Russia, to turn us out of the Low Countries if you compelled us to occupy them.

UPPER-HOUSE REFORM IN ITALY

AT present when there is such a momentous agitation in England regarding the future of the House of Lords, it is interesting to note the rational steps that are being taken by the Italians in the way of modernizing their Senate. The scheme of reform of the upper house drawn up by a commission appointed for the purpose, is to be submitted to the national-parliament. The expectation is that it will meet with no opposition of any moment. The plan as devised will make the Senate far more representative of the people's varied interests than it has hitherto been. The *Paris Temps*, in detailing and commending the proposed measure, gives also the present structure of that body. The article, which is brief and to the point, reads as follows:

The Italian senatorial commission charged with drafting a reform of the upper chamber has adopted a report upon this subject presented by Senator Arcoleo. The resolution of Signor Finali (since elected president of the commission) which was passed on August 6, charged the latter, composed of nine members, to study "the opportuneness, the method, and the extent of the reform."

It is well, in the first place, to recall the present composition of the Italian Senate. By the terms of Articles 33 and 34 of the statute the Senate is composed, outside of the princes of the royal family (who take their seats when twenty-one and vote when twenty-five), of an unlimited number of members appointed for life by the King, among citizens aged at least forty, and taken from certain categories; namely: *the clergy* (archbishops, and bishops); *science and public education* (members of the Royal Academy of Sciences chosen within the last seven years; regular members of the council of higher instruction who have served seven years); *the elective bodies* (president of the Chamber of

Deputies, deputies who have served three sessions, or six years, presidents of the provincial councils who have been elected to that office three times); *high officials* (ministers or secretaries of state, ambassadors, ministers plenipotentiary in office since three years, councilors of state in office since five years); *the judiciary* (first presidents and presidents of the Courts of Cassation and Accounts, first presidents of the Courts of Appeal, advocate-general at the Courts of Cassation and procurators-general after five years of service, presiding judges in the Courts of Appeal after three years, counselors of the Courts of Cassation and Accounts after five years, advocates-general and fiscales-general after five years); *the army* (general officers of the army and navy, major-generals and rear-admirals after five years of active service as such, intendents-general after seven years); *the heaviest taxpayers* (those paying 3000 francs annually in direct taxes since three years on their property or their industry); finally, those who "*by their services or their worth have shed luster on the country.*" The number of senators is, theoretically, unlimited. It was 322 in 1874. It has since been increased to 390.

The object of the reform considered by the commission was to modify the distribution of the categories and to change the method of recruitment: it was not, therefore, properly speaking, a constitutional problem that they had to solve but simply a question of application. They pointed out, by way of justification, that all the countries of Europe have introduced amendments in the recruiting of their upper houses, and that Italy alone remained faithful to a superannuated system. The thing to do, then, was to revise the categories, to modernize them, and likewise to give public opinion a share in choosing the senators. That is what the commission proposes to provide in designating three great classes—officials, the science and education, political and economic functions or powers. Of the 350 members of which the upper chamber would henceforth be composed, the King would choose, directly, a little less than a third. The rest would be elected under conditions which it is interesting to recount; namely, by special

colleges whose membership would represent actual groups of interests or of endowments.

The first category of senators elected (science and education) would be chosen by the professors of the universities, forming a national college; it would send a contingent of thirty representatives. The second (political and economic functions or powers) would be more numerous. Former members of the Chamber of Deputies would figure there to the number of 40, heavy tax-payers (*censiti*) to that of 90. Here the electors would be the senators, the deputies, the members of the provincial councils and the communal assemblies; and also the economic and commercial elements—presidents of chambers of commerce, of agricultural associations, of workmen's societies. It is hoped that thus an elective body will be formed that will

give harmonious expression to the various forces that contribute to the life of the nation. There would be fifteen electoral colleges summoned to exercise their choice in virtue of the statute, and to introduce thus, without any literal change in the constitution, a new factor in recruiting the upper house.

The newspapers speak in eulogistic terms of the work of the commission. The formula upon which it has decided appears, indeed, ingenious and adapted to constitute an upper chamber provided with the requisite authority in relation to the country and to the Chamber of Deputies.

ENGLISH AND SPANISH IN THE PHILIPPINES

WHICH of the two languages, English or Spanish, dominates or will eventually dominate, in the archipelago? This is the question upon which the Filipino review *Cultura Filipina* (Manilla) has opened a discussion. The controversy has been carried on by Antonio Medrano, a Spaniard, and by Lloyd Burlingham, an American. According to the former, statistics prove abundantly that Castilian is the language most generally used in the archipelago, not only as far as mere numbers go, but also taking into consideration its cultural influence.

The latter answers that, while the Castilian language is the principal vehicle adopted by literary culture in the Philippines, English is more commonly used by the average individual. If there are but few Filipino authors who write in English, the reason, Mr. Burlingham says, is that the older generation is still more conversant with Castilian than with English.

Cultura Filipina, commenting upon the two articles editorially, argues that "Mr. Burlingham's statement is illogical, for in every part of the world the language spoken by the largest majority is also written by the largest majority. It says:

Mr. Burlingham hopes that the day will come when English will be more widely used than Spanish. We have no objection to the coming of that day, for we recognize the commercial superiority of the English language. But we would consider it as a national disgrace if the Filipino people should forget the Castilian language. We shall not oppose the dissemination of English, but we shall defend our own tongue. If both can thrive together, so much the better. If not, let the American propagate their language, for it is their right and their duty. On our part we will also fight for the survival of Castilian, for therein lies our duty and our right. The Americans have force on their

side, since they are in political control of the Islands. We rely only on one factor, the soul of a people, which, like the soul of a man, is immortal."

Another article bearing on the same subject and in the same review, from the pen of the Filipino author, Joaquin Pellicena Camacho, enlarges as follows upon the bonds still uniting Spain and the lost colonies:

Time, which purifies and heals, has brought about the reconciliation of the great pan-Iberian family and has reestablished the intellectual bonds which unite the men who people Iberia, Coloniberia, and Pan Iberia, in Europe, Asia and America. At the present day the Mexican and the Argentinian no longer claims to be the descendant or the conqueror of the Aztecs or of the Guaranies? No longer do the Spanish poets characterize their brothers of beyond the ocean as traitors. . . . The same is true of Chile, of Cuba, of Colombia. The same is true of the Philippines. In hours of anger and in the course of polemics the names of Tupas, Hamabar, Soliman, Lakandola, may be used for purposes of sentimental, historical or poetical discussion; no one, however, can deny that the Philippine nationality, as a nationality, with all its idiosyncrasies as a distinct nation, as a distinct personality, was founded by Lagazpi and Urdaneta. . . . We of the great pan-Iberian family belong ethnologically to one and the same race; for the Spanish never exterminated the indigenous races, but lived in peace with them and intermarried with them, transforming them through the influence of their civilization and of Christianity, but preserving all of their characteristics which contained germs of life and variety. . . . Twelve years ago the four century old domination of Spain over the Islands was brought to an end, but those twelve years have only had a soothing and tonic effect, obliterating the memory of every small unpleasantness in the past. . . . The shells from Dewey's guns could not and did not destroy the Filipino soul. The civilizing, the constructive work of Spain in the Philippines was indestructible. . . . Our flag has been lowered, but there remains with our spirit the incomparable and splendid language of the Spanish race, discoverer of new worlds and redeemer of nations."

VARIED VIEWS OF TOLSTOY

THE century in which Tolstoy "mostly lived and mostly wrought had among its many great names few more memorable than his if it had any." Such is the dictum of William Dean Howells, whose critical judgment of the great Russian, which originally appeared in the *North American Review* two years ago, is reprinted in that publication in its issue for December. There was Napoleon and there was Lincoln, continues the veteran American novelist, elaborating his dictum. "Then there was Tolstoy—in an order which time may change, though it appears to me certain that time will not change the number of these supreme names."

There is, Mr. Howells would have us believe, a sort of "representative unity" in the relation of these historic characters one to the other. He says on this point:

If you fancy Napoleon the incarnation of the selfish force which inspired and supported his own triumphant enemies in their reaction against progress; if you suppose Lincoln the type of humanity struggling toward the ideal in the regeneration of the world's polity, you may well conceive of Tolstoy as the soul's criticism of the evil and the good which, however wholly or partially they knew it, the others imperfectly did. The work of Lincoln was no more final than the work of Napoleon; and like Napoleon's and like Lincoln's, Tolstoy's work has been without finality. So far as I can perceive, it has even been without effect in a civilization which calls itself Christian, but which has apparently been no more moved by the human soul as it was in Tolstoy than by the divine spirit as it was in Christ. At first, indeed, the world was startled by the spectacle of a man of the highest rank, of a most ancient lineage, of great wealth, of renown in arms and in letters, putting from him fame and ease and honor, and proposing literally to obey the word of God, by making himself as one of the least of the brethren of Christ. It was a very curious sight, a bit droll, rather mad, wholly extraordinary. The world could hardly believe its eyes. It rubbed the sleep of two thousand years out of them at the sound of this voice crying in the wilderness, this voice that had so charmed it in fable, and bidding it prepare the way of the Lord and make His paths straight. Some tears came into its eyes, and some smiles; but after a while its lids fell again, and all was as before. The event, one of the greatest in the history of mankind, has been without perceptible effect in civilization.

Admitting that, regarded as an incitement to the literal following of Christ's commands, "the teaching and the living of Tolstoy have been a failure so utter, so abject, that the heart sickens in considering it," Mr. Howells passes to a consideration of the literary achievements of the great Russian. He cannot resist, however, this reference to the "spiritual content" of Tolstoy's fiction:

He says and he shows that the selfish life, the individual, the personal life, is always misery and despair, and, except for some moments of mad oblivion, is constant suffering. Some of the most beautiful, the most wonderful, passages of his fiction, both that which is real and that which is ideal in terms, embody events in which he seizes and perpetuates the heavenly rapture of a supreme act of self-sacrifice, of identification. The imagination has never gone farther than in these portrayals of mystical ecstasy; in them, indeed, the human consciousness of the original and final divine is suggested as no polemic could urge it.

Very suggestive and graphic is Mr. Howells' description of how he was impressed by the artist Tolstoy.

His literature, both in its ethics and aesthetics, or of its union of them, was an experience for me somewhat comparable to the old-fashioned religious experience of people converted at revivals. Things that were dark or dim before were shone upon by a light so clear and strong that I needed no longer to grope my way to them. Being and doing had a new meaning and a new motive and I should be an ingrate unworthy of the help I had if I did not own it, or if I made little of it.

I first saw his book, "My Religion," in the house of two valued friends who spoke of it bewilderedly, as something very strange, which they could not quite make out. They were far too good to deny its strong appeal, but they were too spiritually humble, with all their reason for intellectual pride, to be quite sure of themselves in its seemingly new and bold postulates, which were, after all, really so old and meek. They showed me at the same time the closely printed volumes of the French version of "War and Peace," for it was long before its translation into English, and they were again apparently baffled, for a novel so vast in scale, and so simple and sincere in the handling of its thronging events and characters, was something almost as alien to modern experience as the absolute truthfulness of "My Religion." By that time I had long known nearly all of Turgéniev, and something of Pushkin, but Tolstoy was a new name to me. It was recalled to me by yet another friend, who lent me "Anna Karénina" with the remark: "It is the old Seventh Commandment business, but it is not treated as the French treat it. You will be interested." The word was poor and pale for the effect of the book with me. The effect was as if I had never read a work of the imagination before. Now for the first time I was acquainted with the work of an imagination which had consecrated itself, as by fasting and prayer, to its creative office and vowed itself to none other service than the service of the truth. Here was nothing blinked or shirked or glossed, nothing hidden or flattered, in the deepest tragedy of civilized life. It was indeed the old Seventh Commandment business, not only not treated as the French treat it, but rightly placed as to the prime fact in its relation to all the other experiences of a sinning and agonizing soul.

Of "War and Peace," which he regards as "a homily, comprehensive and penetrating

beyond any direct sermoning," Mr. Howells observes:

We behold a multitudinous movement of human beings, each of whom is a strongly defined character in himself and is a type of innumerable like characters. Every passion is portrayed, every affection, every propensity, not because the author wished to include all in his scheme, but because the scheme was so fast that they could not be excluded. It is as if the story were built upon the divination of atomic activity in the moral as in the material universe where stocks and stones are the centers of motion as unceasing, unresting, as blind, as that of the stars in their courses, but not less guided and intended.

Tolstoy was an ideal combination of moralist and artist, we are reminded.

When he had recognized and appropriated the principle that to see the fact clearly by the inner light, and to show it as he saw it, was his prime office, all other things were added unto Tolstoy. In the presence of his masterpiece, you forget to ask for beauty, for style, for color, for drama; they are there, so far as they are not of naughtiness, in such measure as no other novelist has compassed. Every other novelist, therefore, shrinks and dwindles beside him; behind him, in the same perception, but not the full perception or the constant perception, come De Maupassant and Zola and Flaubert, Galdós and Pardo-Bazan, Verga, Björnson, and perhaps Hardy—yes, certainly, Hardy in "Jude,"—with, of course, Hawthorne from a wholly different air. . . . He has given many of his readers a bad conscience, and a bad conscience is the best thing a man can have. It may be the best thing that the world can have. At any rate, it can never be the same world it was before Tolstoy lived in it. Worse it may be, in mere shame and despair, or better in mere shame, but not imaginably the same. Such men do not die for all time. To the end of time they have their recurring palingenesis.

A Catholic Comment on Tolstoy's "Exaggerations"

"Tolstoy carried the doctrine of protest and revolt to extremes which, without his literary art, would have made his mission ridiculous and harmful and created grave suspicions of his mental sanity." This is the verdict of *America*, the Catholic weekly review (New York).

Tolstoy was a master in the art of writing. He had the power of seizing upon a sore in modern society, studying it with microscopic vision and picturing it with a clarity and strength of phrase which compelled wide attention. This power goes a long way to explain what else would be a mystery. With this gift of keen observation and vivid portrayal the diary of a surgeon in the ulcer ward of a hospital could be made the most popular book in a dozen nations. Tolstoy had the gift; and he made it subserve the squinting and myopic deductions of an unsound brain from facts which he saw and described with remarkable graphic intensity.

The editor of this religious journal does not deny "a large measure of sincerity" to Tolstoy, but deprecates what he calls exaggerations, since "a whirling dervish among the conspicuous advocates of any good cause will inevitably injure that cause in the eyes of those who are best qualified to help it along."

"Last of the Nineteenth Century Giants"

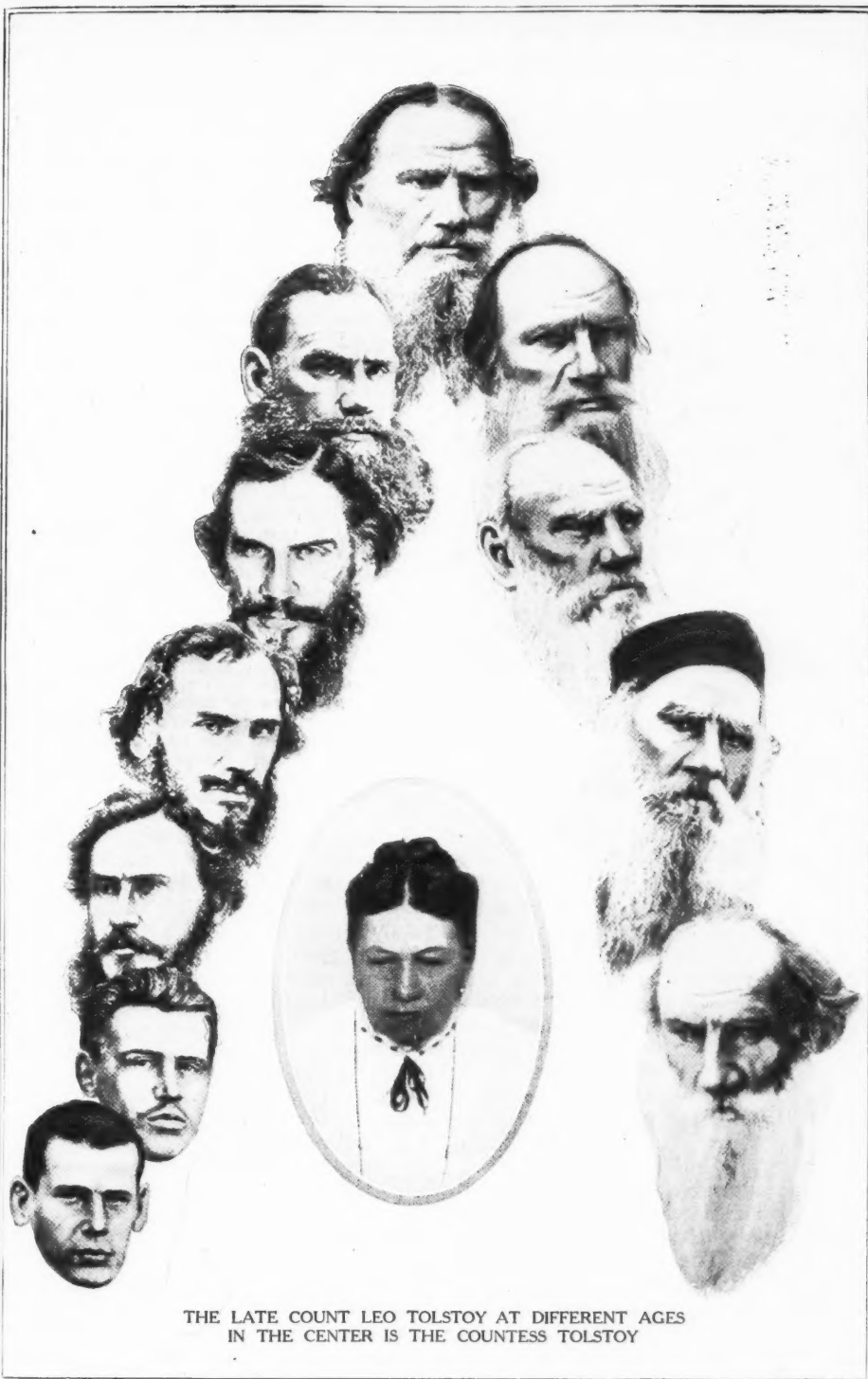
The comment of the critical literary journals agrees in the main with the opinions of Mr. Howells, as set forth above. The *Dial* characterizes Tolstoy as the "last of the Nineteenth Century Giants," and compares him to Shakespeare's King Lear. "His torn and indignant spirit could no longer bear to live among a people [Russians] fast lapsing into barbarism, a people that has well nigh forfeited all claim to be reckoned among civilized communities."

His reasoning was often childish, but his moral passion was overwhelming in its force. Thus, one need not accept the Tolstoyan conclusions to be a Tolstoyan in spirit, and those who upon purely intellectual grounds must maintain the attitude of antagonism may without shame pay the tribute of reverence to his whole-souled sincerity. His essential service was to persuade men to go straight to the heart of the fundamental problems of life, to strip them of their wrappings of custom and prejudice and tradition, and to solve them in the terms of an all-embracing human sympathy. The key to all these problems, Tolstoy held, was to be found in the gospels. He believed that Christianity—the literal teaching of its Founder—was workable. . . . The voice is stilled, but the record remains.

Was Tolstoy the "Real True Christian of the Age"?

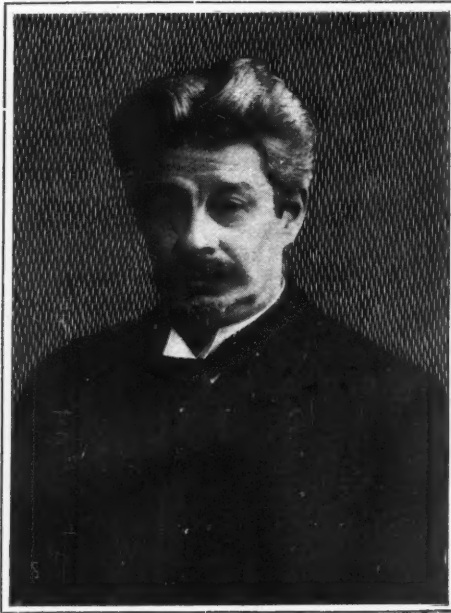
That Tolstoy was "the greatest thinker of this age of false philosophy" is the verdict of the Baba Bharati, the Hindoo sage from whose review "*The Light of India*," (formerly *East and West*) we have more than once quoted in these pages. The Baba prints a letter he received some years ago from the late Russian philosopher laying emphasis on the brotherhood of all mankind. Tolstoy was the real true Christian of the age, thinks Baba Bharati.

His convictions born of his firm grip of the inner laws of life the expressions of which are truths, which are changeless at all times, their forces dominated his consciousness, coursed through his blood, permeated the marrows of his old bones and built up his longevity. Tolstoy was a spiritual lion and when he roared out the truths of life, the other denizens of the world-jungle trembled and many scampered into their holes. A Saint at bottom, a true lover of God, his mission on earth was to turn his soul's X-ray upon the inward rottenness of the Church and Civilization and he has well performed that mission.



THE LATE COUNT LEO TOLSTOY AT DIFFERENT AGES
IN THE CENTER IS THE COUNTESS TOLSTOY

BRANDES, DENMARK'S FOREMOST PERSONALITY



GEORG BRANDES, THE CELEBRATED DANISH CRITIC AND AUTHOR

POETS have not infrequently become dominating influences in the life of a nation. There were moments when the will of Hugo seemed to sway the destinies of France. Björnson was popularly spoken of as "the uncrowned king of Norway." With the mass of his people, the word of Tolstoy went as far, if not farther, than that of the Czar. But that such a position might be reached by a literary critic was never heard of until Anders Krogvig pointed out in *Samtiden* (Christiania), that Georg Brandes, professor of literature at the University of Copenhagen, must be recognized as "the central personality of Denmark throughout an extended and eventful period." All the world now recognizes Brandes as the most eminent living Scandinavian.

But the influence of Brandes does not only extend beyond his own field. It has made itself powerfully felt outside the limits of his own country. The renaissance of Scandinavian literature is traceable to him. Realism—not only in poetry but in any art—was unknown in the three Scandinavian countries until he made his now famous plea that the artist should "sing and paint and carve what

he himself was familiar with." From poetry and art that demand for a new and more clear-eyed truthfulness spread to every field of human activity, until, to-day, the three kingdoms are fermenting with new life and new thought. Nor has the fructifying influence of the Danish thinker been restricted to the peoples descended from a common Norse stock. It has made itself felt in Germany and France, in England and Russia, in Italy and the United States. In fact, it may be said that before him no literary critic, with the possible exception of Taine, ever during his own lifetime assumed such a far-reaching international importance. Says Mr. Krogvig, speaking of the scope of the influence exercised by Brandes:

Georg Brandes is the only Danish author whose name may be written across a whole era in the Danish people's history. Even in fields like the political one, where he never tried to become a leader and where he very rarely asserted himself directly, one meets everywhere with the traces of his activity. From everything of importance that may be recorded in cultural, political, social and religious development, threads lead back to him. Throughout an entire human lifetime he has stood as the one overtowering figure in regard to whom every mentally matured Dane has had to take sides. He is the one man to whom everything and everybody must be related for proper understanding. It does not seem that a literary critic ever held such a position in the life of his own nation.

In spite of all mutual antipathy between their natures, Mr. Krogvig holds that Björnson was the man with whom Brandes had most in common. In both he finds the same happy faculty for catching life in the process of growing, so to speak. Both have shown the same restless craving to discover everything useful and bring it into light. And both have been deeply concerned by the relationship between their own peoples and the rest of the civilized world. Recently Brandes has given much thought to the widely felt danger of Denmark's absorption by Germany. And he has sought an escape from this danger in a voluntary submission to an English protectorate. So far his countrymen have not shown themselves friendly to that suggestion, and it remains to be seen whether he can talk them around. He has done so before, in other matters, where the initial antagonism between himself and the rest of the people was not less sharply accentuated. He has become the most valuable natural asset of his country.

JOHN REDMOND ON WHAT IRELAND REALLY WANTS

JUST at this moment when the British periodical press has been printing so much on "The Irish Dictator with American Dollars," it may be worth while to quote a few sentences from the latest authoritative statement made by Mr. Redmond as to the aims and aspirations of the Irish Nationalist party. There is nothing new in what Mr. Redmond tells us, in his article in *Nash's Magazine* (London), but a restatement of the case in his own words will be useful. He says:

What Ireland wants is really so reasonable, so moderate, so commonplace in view of the experience of the nations, and especially of the British Empire, that, once it is understood, all the fears and arguments of honest opponents must vanish into thin air. What Ireland wants is the restoration of responsible government, neither more nor less. The Irish demand is, in plain and popular language, that the government of every purely Irish affair shall be controlled by the public opinion of Ireland, and by that alone. We do not seek any alteration of the Constitution or supremacy of the Imperial Parliament. We ask merely

to be permitted to take our place in the ranks of those other portions of the British Empire—some twenty-eight in number—which, in their own purely local affairs, are governed by free representative institutions of their own.

After recounting the story of Ireland's fight for a separate Parliament, Mr. Redmond proceeds to describe, in doleful language, the retrogression of Irish life to-day.

Education admittedly is 50 per cent. below the standard of every European nation, and the taxation of the country per head of the population has doubled in fifty years, and by universal admission the civil government of the country is the most costly in Europe. The total civil government of Scotland (with practically the same population) was in 1906 £2,477,000. The cost of similar government in the same year in Ireland was £4,547,000. Ireland's judicial system costs £200,000 a year more than the Scotch. The Irish police costs exactly three times what the police of Scotland costs. The number of officials in Scotland is 963, with salaries amounting to £311,000. The number of officials in Ireland is 4539, with salaries amounting to £1,412,520. Per head



MR. ASQUITH'S DOUBLE SHUFFLE.

IRISH JACK (the cowboy): "Say, I guess you're dancing some, now, pard. And I guess you'll jest hev to dance a while yet—so long as I whistle the chune, anyway." From the *Pall Mall Gazette* (London)

of the population, the cost of the present government of Ireland is twice that of England, and is far higher than that of Norway, Holland, France, Denmark, Portugal, Sweden, Italy, Spain, Roumania, Bulgaria, Greece, Belgium, Switzerland, Austria-Hungary, Germany, or Russia. In other words, Ireland, probably the poorest country in Europe, pays more for her government than any other nation. The secret of the inefficiency and the extravagance is identical—namely, the fact that it is a government not based upon the consent but maintained in actual opposition to the will of the governed.

The article concludes with these vigorous sentences:

We want an Irish Parliament, with an executive responsible to it, created by act of the Imperial Parliament, and charged with the management of purely Irish affairs (land, education, local govern-

ment, labor, industries, taxation for local purposes, law and justice, police, etc.), leaving to the Imperial Parliament, in which Ireland would probably continue to be represented, but in smaller numbers, the management, just as at present, of all Imperial affairs—army, navy, foreign relations, Customs, Imperial taxation, matters pertaining to the Crown, the Colonies, and all those other questions which are Imperial and not local in their nature; the Imperial Parliament also retaining an overriding supreme authority over the new Irish Legislature, such as it possesses to-day over the various Legislatures in Canada, Australia, South Africa, and other portions of the empire. This is "what Ireland wants." When she has obtained it a new era of prosperity and contentment will arise. As happened when Lord Durham's policy was carried out in Canada, men of different races and creeds will join hands to promote the well-being of their common country.

DICKENS AS A SOCIAL REFORMER



DICKENS AT SIXTY. THE PORTRAIT TO BE USED AT THE CENTENNIAL

ENGLISH periodicals are publishing a great many articles on Dickens and his general influence, apropos of the Dickens centennial, which will be celebrated next year all over the English-speaking world. A recent number of the London *Bookman* contains a suggestive article on the novelist and social reform by a well-known Dickens enthusiast, Mr. W. B. Matz.

Not only did Dickens make his novels the vehicle for the remedying of many of the social ills and abuses of his time, but it is known by his speeches and letters, writes Mr. Matz, how keenly he had these things at heart. Also we have further evidence that he used his pen vigorously toward the same end in anonymous contributions to *Household Words* and other periodicals. Take the questions of prison reform, education, the housing of the poor, and the proper care and welfare of children. On all these problems we find that Dickens gave utterance to sentiments and facts regarding them that might have been written within the last few years.

Education of the masses he looked upon as the panacea for most of the ills which beset life. In 1847 he wrote in an article on London crime that ignorance was the cause of the worst evils. He advocated schools of industry where the simple knowledge learned from books could be made immediately applicable to the business of life, and directly conducive to order, cleanliness, punctuality, and economy. At the time of the cholera outbreak in 1854 he addressed a striking article to workingmen, in which he called upon them to assert themselves and combine and demand the improvement of the towns in which they live. But it was our prisons which were a sort of nightmare to him. Keep people from the contamination of the prisons at all costs. Teach children not only that the prison is a place to avoid; teach them how to avoid it. He also advocated the abolition of capital punishment, and though he was not successful in bringing about this change in the law, he was instrumental in doing away with public executions by a vigorous letter to the *Times* which started the agitation.

Mr. Matz strongly approves of the scheme put forward by the *Strand Magazine*, namely,

that there shall be a specially designed Dickens stamp issued at a penny for purchasers to place in the covers of the Dickens volumes they possess, the money accruing

from the sale to be handed to the Dickens family as a testimonial of the world's appreciation of what the great writer has done for the benefit of humanity at large.

PETROLEUM IN PAN-AMERICA

THE romantic history of the development of the oil industry in North America has often been narrated, but seldom in so interesting a fashion as by Mr. Russell Hastings Millward in the *Bulletin* of the Pan-American Union. The remarkable progress in oil production in this country is graphically illustrated by this writer in the following paragraph:

The total flow of oil in the United States for the year 1859, the first of which any official record has been kept, amounted to only 2000 barrels. For the year 1909 the production amounted to over 178,000,000 barrels, which, if placed in a single body, would be sufficient to float a gigantic fleet of 935 *Dreadnought* battleships of the new 26,000-ton *Arkansas* type of the United States Navy.

And the accompanying table shows that to January 1, 1909, the production of oil in eighteen States of the United States during the previous fifty years reached the enormous total of nearly 2,000,000,000 barrels, or 84,000,000,000 gallons.

| STATE AND YEARS OF PRODUCTION. | Barrels of 42 Gallons. |
|---|------------------------|
| Pennsylvania and New York, 1859 to 1909 | 698,009,862 |
| Ohio, 1876 to 1909 | 377,108,902 |
| California, 1876 to 1909 | 246,820,562 |
| West Virginia, 1876 to 1909 | 194,562,894 |
| Texas, 1889 to 1909 | 129,026,455 |
| Indiana, 1889 to 1909 | 93,411,140 |
| Oklahoma, 1891 to 1909 | 90,883,206 |
| Illinois, 1889 to 1909 | 62,551,789 |
| Kansas, 1859 to 1909 | 44,158,931 |
| Louisiana, 1902 to 1909 | 34,248,641 |
| Colorado, 1887 to 1909 | 9,253,938 |
| Kentucky and Tennessee, 1883 to 1909 | 6,004,345 |
| Wyoming and Utah, 1894 to 1909 | 103,560 |
| Missouri and Michigan, 1889 to 1909 | 36,917 |
| Total (United States—18 States) | 1,986,180,942 |

But the production of oil on the American continent is not confined to the United States. Petroleum has been found both in Central and in South America; and Mr. Millward gives a comprehensive survey of the various oil-producing countries, which we condense for the readers of the *REVIEW*.

INCREASING PRODUCTION IN ARGENTINA

After three years of persistent effort and exploration, a spring of petroleum, at a depth of 1738 feet, and several producing wells are now being worked by the government and by one private company at Comodoro Rivadiva, Chubut. The product compares favor-

ably with that of Ohio and Pennsylvania. An English company has a well of high-grade oil, flowing at the rate of 80 barrels daily, at San Rafael, Mendoza.

BRAZIL'S NEW DISCOVERY

Although asphalt of various grades has been found and largely used in manufactures in the republic, it was only quite recently that petroleum was discovered. A company is being organized to develop the industry in the district of Ibitinga, Sao Paulo. Extensive deposits of lignite occur at Camamu, on the Marahu River, from a ton of which three barrels of oil can be produced.

GREAT PROSPECTS IN CHILE

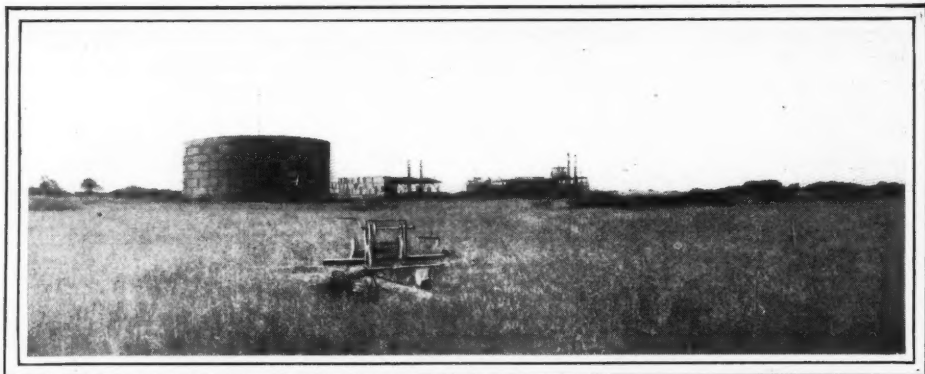
Until recently crude oil has been imported for use on the Taltal Railway, but an American company has now brought in a 500-barrel well at Carelmapu, 500 miles south of Valparaiso, and experts report that this field will, under proper development, become one of the world's great producers of high-grade petroleum.

ASPHALT IN CUBA

In 1881 five wells of excellent naphtha were sunk at depths from 300 to 800 feet, and for many years they have been profitably worked; but crude oil for refining on the island is largely imported, 5,493,314 gallons having been received from the United States in the year ending June 30, 1909. The asphalt gathered for about seven years at Mariel, near Havana, is used in London and Chicago for the paving of streets.

ALREADY A LARGE BUSINESS IN MEXICO

Although petroleum has long been known to exist, systematic exploration of the Mexican oil fields has extended over a period little more than six years. There is, however, every indication that the republic will take a leading place in the production and refining of petroleum. Wells have been brought in at



OIL WORKS IN NORTHERN MEXICO

Juan Casiana (2400 bbls. daily), near the Panuco River, about fifteen miles from Tampico (500 bbls.), and one of liquid asphalt (400 bbls.), near the Tamesi River. A company that has acquired 400,000 acres at El Elbano, 30 miles from Tampico, has developed thirty-five wells (6000 bbls.), and the oil is used on the national railways of Mexico as fuel for the locomotives. It was near San Geronimo that "Dos Bocas," the greatest gusher in the history of the oil industry, was brought in on July 4, 1908.

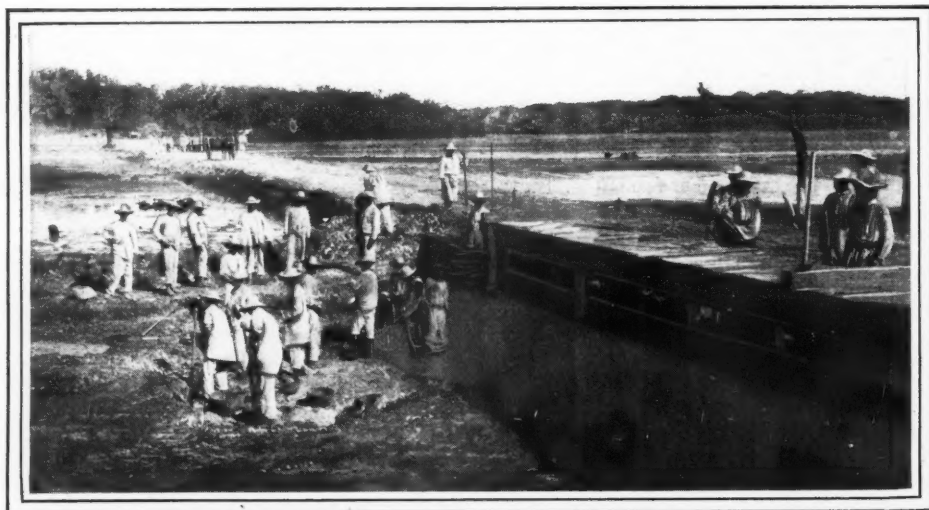
This immediately caught fire, and burned for a period of fifty-seven days, during which time the flames mounted to heights ranging from 800 to 1500 feet and measured forty to seventy-five feet in width, and it has been variously estimated that from 60,000 to 500,000 barrels of oil were consumed daily before the fire was extinguished and the fields

exhausted. At night the light from this gusher was visible for more than a hundred miles at sea, and newspapers could be clearly read at a distance of seventeen miles.

On the Isthmus of Tehuantepec about 25 wells have been sunk, and the product (500 bbls.) is conveyed 10 miles by pipe line to a refinery at Minatitlan. In 1908 the total oil production of Mexico was 3,481,410 barrels, and in 1909, 27,554,581 gallons of crude oil were imported from the United States.

A GROWING BUSINESS IN PERU

For the calendar year 1908 the total petroleum production in Peru was 1,011,180 barrels. Steamers between Callao and Panama, making 19 knots an hour, burn Peruvian



A NAPHTHA LAKE IN MEXICO

crude oil. Refined Peruvian oil products have taken gold medals at Lima, Quito, Berlin, and San Francisco. Since 1883 over 300 producing wells have been sunk in the Zorritos district, and in Punta Lobitos, over 60 wells, producing annually 500,000 barrels. In the Negritos district over 250 wells have an aggregate flow of 500,000 barrels annually. A remarkable asphalt deposit, about eleven miles from Negritos, the product of which is evaporated for asphaltic paint, is known as the "Brea Asphalt Flow."

VENEZUELA'S ASPHALT RICHES

Some of the world's greatest asphalt deposits are found here. The Guanoco lake

during the dry season—January-June—produces over 20,000 tons of asphalt. From July to December, 1909, 17,000 tons of crude asphalt, valued at \$85,000, were shipped from this district. Petroleum also is found in abundance in several districts.

IN OTHER LATIN AMERICAN LANDS

Petroleum exists in the Dominican Republic, in Ecuador, Guatemala, Haiti, Panama, and Uruguay; but either the fields have not been opened for production or they have been worked only to a limited extent. The uses of petroleum are almost unlimited, ranging from fuel for battleships to the humble shoe-polish.

HEAD-HUNTING SUBJECTS OF THE UNITED STATES

IT is not pleasant to have to admit that, after nearly twelve years of American occupation, the grewsome practice of taking human heads is still common in at least one of the Philippine Islands; but the fact is brought home to us by no less an authority than Dr. David P. Barrows, of the University of California, formerly chief of the Bureau of Non-Christian Tribes and Superintendent of Education in the Philippines. Dr. Barrows, writing in the *Popular Science Monthly*, states that although head-hunting has been particularly associated with the Igorot peoples of the Cordillera of Luzon, the most persistent and dreaded headhunters are a forest-dwelling people in the almost impenetrable mountain region at the junction of the Sierra Madre range with the Caraballo Sur, on that island. They have been called by so many different names that several writers have erroneously described them as different peoples; Dr. Barrows designates them "the Ilongot or Ibilao of Luzon."

Almost nothing is known of the Ilongot till late in the Spanish rule of the Philippines. In the records of several small mission stations, established along the upper waters of the Pampanga in the latter half of the eighteenth century, references are made to the "Ilongotes" of the mountains to the east; and they are variously described as "savages," "treacherous murderers," and "cannibals," and as being wholly untamable. Dr. Barrows says they have continued much the same to the present day. From their homes in the thick jungle, where it is difficult to

follow them, they "steal out of the forests to fall upon the wayfarer or resident of the valley and leave him a beheaded and dismembered corpse." The following are a few instances which have come under Dr. Barrows' own notice or investigation:

In 1902, the presidente of Bambang, Nueva Vizcaya, informed me that four women had been killed while fishing a short distance from the town. In March of the same year, a party of Ilongot crossed the upper part of Nueva Ecija and in a barrio of San Quentin, Pangasinan, killed five people and took the heads of four. In November, 1901, near the barrio of Kita Kita, Nueva Ecija, an old man and two boys were killed, while a little earlier two men were attacked on the road above Karanglan, one killed and his head taken. In January, 1902, Mr. Thomson, the superintendent of schools, saw the bodies of two men and a woman on the road, six miles south of Karanglan, who had been killed only a few moments before. The heads of these victims had been taken and their breasts completely opened by a triangular excision, the apex at the collar bone and the lower points at the nipples, through which the heart and lungs had been removed and carried away. As late as a year ago (1909), on the trail to San Jose and Punkan, I saw the spot where shortly before four men were murdered by Ilongot from the "Biruk district." These men were carrying two large cans of "bino" or native distilled liquor, from which the Ilongot imbibed, with the result that three of their party were found drunk on the trail and were captured.

Nothing was done by the Spaniards to subdue or civilize these people; but since the American occupation progress has been made in the knowledge and control of them. In 1902 Dr. Barrows himself made a visit to one of their communities; in 1906 Mr. Dean C. Worcester, then Secretary of the Interior,



AN ILONGOT HUNTING PARTY

(The large nets carried by members of the party are stretched in the jungle across the game trails and animals are driven into them)

visited Dumbato, where he found "a few filthy Ilongot and some fine Negritos"; and from the spring of 1908 Dr. William Jones, of the Field Columbian Museum, lived for nearly a year with the Ilongot of the Upper Kagayan, and was then killed by them.

In May, 1909, Dr. Barrows, accompanied by Lieutenant Coon and six native soldiers, visited the Ilongot community of Patakgaio, which he describes as "composed of renegades and outlaws from several other communities, whose hand was against every man."

A good general idea of the Ilongot as a people may be gleaned from the following passage in Dr. Barrows' interesting article:

Ilongot can not be said to live in villages, for their houses are not closely grouped, but are scattered about within hallooing distance on the slopes of cañons where clearings have been made. Each little locality has its name and is usually occupied by families with blood or social ties between them, and several such localities within a few hours' travel of one another form a friendly group. Outside of this group all other Ilongot as well as all other peoples are blood enemies, to be hunted, murdered and decapitated as occasion permits.

Of the physical characteristics and social life of the Ilongot we read:

Their physical type is rather unlike that of any other Philippine people. The men are small, with long bodies and very short legs, weak, effeminate faces, occasionally bearded. Their color is brown.

Both men and women wear the long rattan waist belt, wound many times about the loins, with clouts and skirts of beaten bark cloth. They support life by cultivating a forest clearing. Their crops are rice, sweet potatoes, taro, maize, squash, bananas, tapioca, and, in some places, sugar-cane and tobacco. They are good gardeners; but all their cultivation is by hand, their tools being a short hoe and a wooden planting-stick, which is ornamented with very tasteful carving. Their homes are of two sorts: low wretched hovels two or three feet from the ground, and really well-constructed houses fully twelve feet above the ground set on posts or piles. Their arms are the spear, the jungle-knife, the bow and arrow, and a shield of light wood. They use the ingenious arrow of the Negrito with point attached by a long cord of rattan to the shaft, which separates and, dragging behind the transfixed animal, impedes its escape. When they climb the trees they sing to the spirits.

Of their political development Dr. Barrows writes:

There is no tribe. There is no chieftainship. There are no social classes. It is customary to hold a council called "pogon," but this is without definite constitution. The institutionless communities of the Ilongot are centuries of development behind the political life of the Igorot.

The taking of human heads is not only an act of vengeance, but is obligatory on other occasions. An Ilongot once told Dr. Barrows:

A man may during his life take three, four, or even five heads, but he must take *one*, and that

before he marries. This head he carries to the relations of his intended wife to prove that his heart and body are strong to defend her.

After the palay harvest, the bundles of unthreshed rice are neatly piled about a stake, and then, "for some ungodly reason, a human head is very desirable to place on top of this pole." The Ilongot of Patakao have no word for heaven, but they speak of "Impiedno" (*Infierno*).

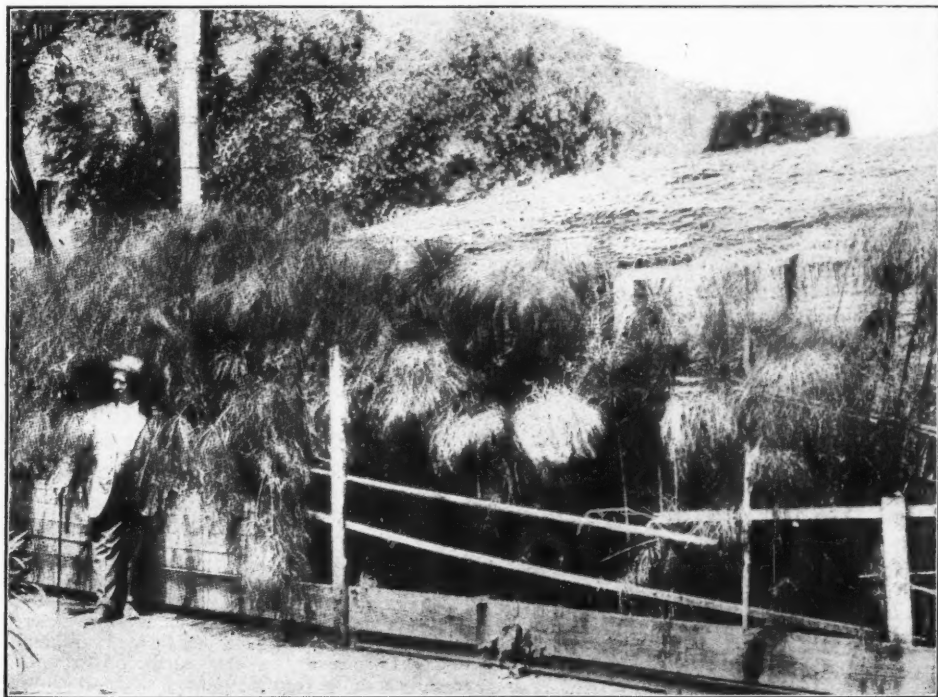
What is to be done with the Ilongot? As Dr. Barrows observes, such a people are a problem to the government. They cannot be allowed to continue to harass and murder; and humanity does not permit their extermination. The solution seems to be education, and to find the right sort of American teacher, who shall have jurisdiction over the Ilongot villages in his district. But such a teacher will take his life in his hands.

MODERN CULTIVATION OF PAPYRUS

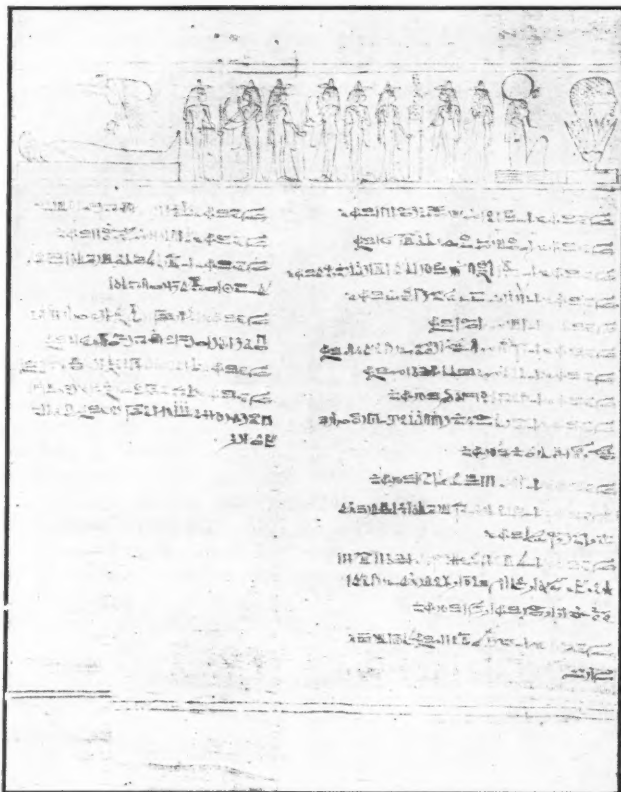
WHILE the forests of the New World are being ransacked to discover trees suitable for conversion into pulp for paper, comes the news that, after having been a lost art for more than a thousand years, the cultivation of the papyrus has been successfully revived in its ancient home in the Old World. There are several species of papyrus, all of them belonging to the order *Cyperaceæ*. One of them is the common house plant, the umbrella palm, known to botanists as *Cyperus allernifolius*; another is the *Cyperus corymbosus*, widely used in India for mats; but the wonderful reed that flourished on the banks

of the Nile, and made Egypt the great and powerful factor amongst the ancient civilizations that existed in the East thousands of years before the Christian Era, was the *Cyperus papyrus*, around which clusters the glamor of the ages, and by whose aid alone the records of dynasties long crumbled to dust have been preserved from oblivion. An account of the revival of papyrus-growing is contributed to the London *Graphic* by Mr. Horace Vickars Rees, who thus describes the famous plant:

It is a fibrous reed which attains a height of from twelve to fourteen feet in a surprisingly short



PAPYRUS AS CULTIVATED IN MODERN EGYPT



A FAMOUS PAPYRUS OF ANTIQUITY
(Now in the British Museum)

space of time, and was utilized by the ancient Egyptians for a variety of useful purposes besides the manufacture of the crude, but all-enduring, papyri rolls which modern researches have brought to light. From the fibrous layers of the stem they made mats, sails, cordage, sandals, cloth, and even light boats and skiffs to navigate the shallows of the Nile.

Nor did the Egyptians neglect its head of brownish flowers, which Strabo describes as a "plume of feathers," and Pliny aptly compares to the Thyrsus of Bacchic fame, it being utilized in the form of garlands to adorn the shrines of the gods.

The chief use of the plant, however, was in the manufacture of a kind of paper. Strips of the pith were placed side by side on a flat surface, and over this layer was placed a second at right angles to the first, the whole being then pressed into a sheet to the formation of which the natural gum of the plant materially contributed, and, when dried, the sheet was ready for use. On the earliest monuments the papyrus is represented in long rectangular sheets, rolled, and tied with a string. At a much later period it was no

longer rolled, but was used in square pages bound together like modern books. The rolls and sheets varied considerably as to dimensions. In some cases—for burial with the dead—they reached 144 feet in length. The *Theban Book of the Dead*, now in the British Museum, consists of a papyrus roll 122 feet long and about 20½ inches wide. The earliest papyrus to which a date can be assigned is little later than 3600 B. C. Quoting Mr. Rees again:

No commodity was more highly prized amongst neighboring nations than the crude sheets manufactured by the Egyptians and pasted together to form the rolls of papyri, and great was the wealth that flowed to the coffers of Egypt in consequence of the commerce it produced. For a long time the city of Alexandria jealously monopolized the privilege of paper-making, and was thus enabled to supply the needs of surrounding countries and to collect a library of world-wide renown for herself.

The haughty refusal of the Egyptians to supply it to certain potentates was one of the causes which led to the employment of whilom customers of other substances, and by the time of Charlemagne papyrus had fallen from its high estate, and was no longer known to Europe. As the Prophet Isaiah had foretold among the tribulations destined to fall on the recreant Egyptians, "The paper reeds by the brooks . . . and everything sown by the brooks, shall wither away and be no more."

It was the ominous warning of the experts concerning the near approach of a paper famine, owing to the rapid demolition of the world's forests, that caused certain adventurous spirits to determine upon an attempt at the resuscitation of the reed which made old Egypt great and famous. We read:

The task was entrusted to the well-known explorer and traveler, Mr. J. Smedley Norton, F. R. S. L., and for several years past this pioneer has been making travels and researches in the interior and amongst the Arabs for the purpose of bringing back to the Nile Delta the long-lost reed of wondrous quality. Time, money and determination have at length reaped their reward, and to-day, to judge by reports and the photographs recently received from Egyptian sources which we are able to present, the revival of the cultivation of Papyrus in the Nile Delta is an accomplished fact.

A plantation near Alexandria has been sown, reaped, and the produce gathered under Mr. Norton's directions, and transmitted to a well-known English paper-mill, where it has been manufactured into paper of excellent quality, which has already been utilized in the printing press with every success. Both the raw material and the finished article have been tested and favorably reported upon by the leading paper experts, and it is apparent that capital and enterprise are alone needed to develop the industry to enormous dimensions.

Among all the romance attaching to this remarkable plant, perhaps nothing is more

striking than the fact that after the lapse of 1000 years paper should be made from its fibers by modern machinery. And, as Mr. Rees points out, there are two very important commercial considerations connected with the revival of the cultivation of the papyrus: trees supplying wood-pulp, on which reliance is mainly placed for the world's supply of paper-making material, require from forty to fifty years to attain maturity; a field of papyrus will yield three crops annually, and can furnish nearly one hundred tons to the acre.

JAPAN'S MODERNIZED CAPITAL

THOSE familiar with the general aspect of the imperial capital of Japan in former times would hardly recognize it to-day, so marvelous and rapid a transformation has it recently undergone," writes Mr. Benjiro Kusakabe, the chief engineer of the city, in the *Japan Magazine*. The quaint old structures and the primitive methods of locomotion have given place to elegant new buildings and to modern facilities, foremost among the latter being the electric car system. It was in fact the installation of the latter which, more than anything else, hastened the modernization of Tokyo. The widening and straightening of the streets, to admit of the operation of the lines, necessitated the removal of many old buildings and in turn led to the construction of many new ones. The car lines have resulted in an enormous extension of travel and traffic, the fare of four sen (two cents) enabling a passenger to ride to any part of the city.

Tokyo has running through it no fewer than fifty-six streams and canals, and the number of bridges spanning them is about 480. We read:

Of these, 166 are of stone, 26 are of iron, and 289 are of wood. The most famous of them is known as *Nihonbashi*, or Japan Bridge; all distances in the Empire are measured from this spot. This bridge is now under reconstruction, and when completed, a year hence, it will be a magnificent double-arched structure of granite, 162 feet long by 90 feet wide.

Tokyo is divided into two parts by the Sumida River, a stream some 600 feet wide, which is to the Japanese capital what the Thames is to London. The important question of breathing-spaces has not been neglected. To quote Mr. Kusakabe further:

The three great lungs of Tokyo are parks of considerable acreage:

Shiba Park, where are the tombs of the Tokugawa Shoguns; Ueno Park, which was also formerly a temple enclosure; and Hibiya Park, a beautiful tract lately planted and laid out in Occidental style in the heart of the city. Eighteen other parks of smaller dimensions will in time be laid out in various parts of the capital.

The improvement works have necessitated the filling up of most of the old moats which were a notable feature of Tokyo. In the matter of drainage, Tokyo is not well off. A better system is needed; but the contemplated outlay is about 36,000,000 yen (1 yen = 99½ cents), and owing to lack of funds the work has had to be postponed. At present the city has to be content with surface drainage; but as all ordure is disposed of by manual labor, this system is not so dangerous as might at first appear.

Tokyo possesses a magnificent system of waterworks. The supply of water is obtained from Lake Inokami, about 15 miles from the city; and the works are calculated to supply each inhabitant with 4 cubic feet of water a day. Begun in 1882, the system was not completed till 1898, the total cost being about 10,000,000 yen.

Plans have been proposed for harbor construction and improvement, which, if carried into effect, would make Tokyo one of the finest ports in the world. There are to be two harbors, an inner and an outer, connection between the two being maintained by canal. Unfortunately "it is probable that for lack of the wherewithal these plans will be indefinitely postponed."

The new buildings erected in Tokyo were in several instances designed after Western models, and they combine architectural beauty with stability in a remarkable degree. Mr. Kusakabe says of them:

Among the more remarkable of these are the new theater for wrestlers and the new National Thea-



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A STREET IN MODERN TOKYO

(Note the American-made trolley cars)

ter. The former is an institution peculiar to Japan, and the sport, much enjoyed by the populace, is on the whole more healthy and refined than a bullfight or a prizefight. The new National Theater is an imposing structure, steel-ribbed and of brick and stone; and the interior style and appointments are second to none in Europe or America. . . . Mention might well be made, too, of the new palace of the Imperial Crown Prince of Japan,

both in architecture and cost the finest building in the Empire, and with an interior of exceeding magnificence. The new Department of Communication building, recently finished, is also a massive pile of imposing appearance. . . . Indeed, when all the new buildings, now either in course of construction or contemplated in the near future, are completed, Tokyo will be both in appearance and reality one of the finest capitals of the world.

NEWSPAPER ENTERPRISE IN CHINA

THERE are several so-called Western inventions for which a more or less satisfactory claim of priority can be made for China; *e. g.* the telephone, gunpowder, and the mariner's compass. But China's claim to have the oldest newspaper is beyond dispute. For nearly twelve hundred years the *Tching-pao* (*News of the Capital*), or, as it is commonly known to Westerners, the *Peking Gazette*, has been issued daily. According to Mr. Franklin Ohlinger, who writes

an article in *World's Work*, (London),

its twenty-odd octavo pages still make their regular appearance, filled with imperial decrees, notices of appointments, and memorials from such high dignitaries as have been accorded the privilege of addressing the throne. These leaves are loosely stitched together in a cover of imperial yellow, which distinguishes the publication as the official organ of the Government.

Though the *Gazette* had its imitators in the provincial capitals, there was nothing in the

way of criticism in the direction of molding public opinion or of giving general information. Not until Christian missions were established in the Middle Kingdom did newspapers in the modern sense of the word come to be printed in Chinese. From the publication of religious books the missionaries soon branched out into journalism. Of their religious papers, the *Chinese Christian Intelligencer* and the *Christian Advocate*, both of them published in Shanghai, are the principal ones. These were so successful that the *Sin Wan Pao* (*Daily Chronicle*) and the *Tung Pao* (*Eastern Times*), the oldest dailies of Shanghai, were instituted.

It was, however, the uprising of 1900 that gave the greatest impetus to journalism in China. To quote from Mr. Ohlinger's article:

The occupation of Peking by foreign armies, the flight of the imperial court, and the terrible punitive expeditions, all combined to shatter the traditional notions of their own superiority which had so long been entertained by the Chinese. They were now willing and anxious to learn the sources of Western efficiency. . . . In 1905 it was estimated that no less than six hundred treatises on scientific subjects had been translated from foreign languages into Chinese. Students were sent abroad in great numbers. In 1897, Commissioner McLeavy Brown had established the Chinese imperial post and had put into effect a schedule of postal rates which was probably the lowest in the world. Thus, both the demand and the facilities for a secular press had come into being.

It was the Japanese who first appreciated the opportunities afforded by the new conditions. A college, where Japanese youths were instructed in the geography, resources, and commerce of China, had for several years been maintained at Shanghai by the chambers of commerce of the leading Japanese cities, and Japanese interest had owned the *Universal Gazette* of Shanghai; and now Japanese enterprise started new journals at Foochow, Hankow, and other important cities. At the present time the British and Germans each control a newspaper in Peking, and the French *L'Impartial* at Tientsin is a semi-official organ.

Unfavorable comment has been suppressed in so arbitrary a manner in the past that a favorite plan now is for the Chinese to apply for a charter of incorporation from the British Crown Colony of Hong-kong. This entitles the newspaper company to the protection of the British flag, although the persons of the editors are still subject to Chinese authority; and many a too-outspoken editor has been exiled to the bleak deserts of Mongolia or subjected to punishment more severe. In spite of this, journalism is spreading so rapidly in the interior of China that statistics of the newspaper press of the entire country cannot be obtained. It is known, however, that Shanghai has eight dailies, Peking and



OFFICE AND STAFF OF THE "SIN-WAN-PAO" OF SHANGHAI

(The editor is on the left, smoking, the assistant in the center and the "copy boy" on the right)

Tientsin five each, Hankow three, and Foo-chow two. As regards the printing operations, human power still being the cheapest, the presses, which like most of the other equipment, come from Japan, are operated by men who receive about two dollars a month. As Chinese has no alphabet, the type is necessarily a much larger item in the expenses than with us. To quote Mr. Ohlinger further:

The paper is usually the poorest quality of tissue that will hold ink; it also comes from Japan. Even with this saving, the poverty of the people often makes original methods of circulation necessary. In some places the same editions are successively distributed to different sets of sub-

scribers, boys being employed to gather up the papers as soon as they have been read and carry them to another set of readers. . . . The Chinese dailies usually sell for seven or eight *cash* a copy [a little less than half a cent].

Notwithstanding the arbitrariness of official interference, the criticisms of the powers that be are exceedingly free; one editorial, cited by Mr. Ohlinger, going so far as to inform the Provincial Assembly that "when-ever the editors deem it advisable, they will express their own views of the course taken by the Assembly as a whole or by any individual member." Nothing could more vividly portray the rapid march of events in what was once slow old China.

THE RELIGIOUS SITUATION IN FRANCE

A CAREFUL analysis of the "crisis" in religious affairs in France is contributed to the *Hibbert Journal*, by the well-known French philosophic and religious writer, M. Paul Sabatier. Rome, this writer contends, has alienated the respect and confidence of the French clergy, and their obedience to the Vatican is now rendered "in darkness and discouragement." Meanwhile the laity have taken a neutral attitude, accepting neither the "puerile explanations" of Rome on the one hand, nor the sterile teachings of "Free Thought" on the other.

M. Sabatier does not consider the political aspect of the problem resulting from the separation of Church and State in the republic. He treats only of what he terms the moral crisis through which both the French clergy and the laity are passing.

"For the nonce," he says, "Rome commands and they obey, but obedience is rendered in gloom and depression. There exists no longer between the command received and the soul bound to fulfill it, the deep preëstablished harmony which alone can inspire perfect obedience and an enthusiasm strong enough to surmount all obstacles." The most important factor in the religious situation of France, says M. Sabatier, is, without a doubt, the teachings of Free Thought.

It is a movement inspired by the priests who have "broken" with Rome and who are endeavoring to establish and organize an Anti-Church in which the principles of truth would be embodied in opposition to the dogmas of the Catholic Church—other dogmas diametrically opposed to them. In other respects it presents an organization, a hierarchy, even a liturgy, patterned upon that of the Church. While the arbitrary proceedings of the

Curia, the incapacity of some of the clergy, and the scandal some of them have given here and there have helped to swell the ranks of Free Thought, those ranks are being as rapidly deserted by those for whom freedom and thought are not mere meaningless words. For them anti-clerical infallibility proves far more oppressive than Roman infallibility.

In considering the situation of the Catholic Church in its moral aspect, this writer goes on, it is important not to confound the Church with the Holy See.

The latter, like other governments is apt to forget the limits of its rule and is wont to act as if it were the Church herself. . . . It would be unjust to make the Church responsible for the mistakes and shortsightedness of some of her representatives.

The anguish which fills the hearts of so many French Catholics is not due to loss of faith, M. Sabatier maintains, nor to "deviation from righteousness of conduct, nor to weakening of purpose—but because of the strength with which they have loved their country and have tried to live in their time."

They are passing through a purely moral crisis, far graver than that of philosophic and scientific modernism. Modernism, in all this, counts for nothing. Neither bishops, priests, or the laity whose trials we have had in mind, have become contaminated by the famous heresy. Meanwhile, the great majority of the people in France is waiting. They feel that another period in its history is about to unfold,—that the temple has to be rebuilt. Neither accepting the simple explanations of the mysteries of life and of duty offered by the Church of Rome, nor tempted by the teachings of Free Thought, which preaches easy pleasure, living from day to day, the stupidity of self-denial, of love and of heroism, it stands reserved—equally removed from the one as from the other.

THE NEED OF ECONOMIZING

WITH OTHER NEWS OF BUSINESS AND INVESTMENT

Savings Withdrawn

"DON'T mention my name" begged one New York savings-bank president after another when interviewed last month by representatives of this department. "Don't identify my bank in your story; under that condition I'm willing to tell you that our deposits *did* fall off this summer in the most astonishing way."

Everywhere the REVIEW OF REVIEWS inquirers went they met similar replies. Their careful canvass was being made to anticipate the report of the Banking Superintendent of New York State that will show the condition of savings banks on January 1, 1911, as compared with six months before. Financial people always find these figures significant. For every business man, investor and student of conditions, the flow of money into savings banks, or out of them, forms an excellent barometer. This year the report is awaited with real anxiety.

Since the spring, great enterprises have been checked or curtailed or abandoned "through lack of capital." Capitalists have been unwilling to buy securities in a big way. Small investors, the kind that keep their eyes open, have profited through the low prices of good bonds.

No country can prosper, however, that does not go ahead. The refusal of the professional investor, whether trust company or "magnate," to take the new blocks of bonds that would soon have represented new railroad tracks and cars, new factories and public works, is the fundamental cause, in the final analysis, of complaint. It may be affected by political suspicions, or Supreme Court law suits in suspense, or public opposition to certain corporations and corporation methods. But no real check to the flow of capital into honest and productive enterprises can continue—unless it be that American wage-earners are spending more than they are saving.

It means a good deal, therefore, that the REVIEW OF REVIEWS canvass among the New York County savings banks revealed, in almost every case, a tendency on the part of depositors to take more money out than they put in. No less than \$3,000,000 had been withdrawn, during July and August, from one

of the \$100,000,000 savings institutions in New York County. From another big one approximately the same sum had been removed in about the same period. A \$60,000,000 bank had lost \$2,000,000; a \$30,000,000 one, \$1,000,000; and nearly as much had been withdrawn from an institution with \$20,000,000 deposits.

The Center of Savings Banks

FOLKS who hate statistics may wonder why the savings institutions of New York County are taken so seriously. They may be surprised to learn that 20 per cent.—a full fifth—of the entire savings bank deposits of the nation are in this county (which does not include Brooklyn at all).

Only thirty-two banks are situated here; but they contain savings of no less than \$806,000,000, which is just about one fifth of the sum total of all American savings banks—\$4,070,400,000.

Moreover, these are institutions for savings purely. They do no commercial business whatever. Each of them was founded as a help to thrifty wage-earners. The average regulations read that no single deposit may be more than \$3,000 and that no more than \$500 may be deposited between any two interest dates. No ulterior causes can exist that might radically complicate the returns. New York County savings banks are not stock companies. They are controlled by trustees who are paid nothing for their services—who accept their positions as the community's tributes to honesty and ability. Even the salaries of clerks and officials are held down to nominal amounts.

"Have not some of the banks reduced their interest rates?" is a natural suggestion to explain the falling off of deposits. Examination proves, however, that those banks which retained a 4 per cent. rate lost as heavily as those that had come down to 3½. There seems to be no connection between interest reduction and withdrawal of deposits.

Of course, the reason for the sudden commencement of a withdrawal movement on July 1st is to be found in the payments of semiannual interest on that date. Many, probably most, of the depositors who can-

celed or lessened their accounts had intended to do so previous to July 1st, but were not willing to lose their interest. Indeed, several of the presidents remarked that they heard of much borrowing, just before July 1st, on savings-bank "books" as security.

Higher Prices, Lower Deposits

WHY is it, then, that practically every savings institution in the country which contains one fifth of the savings-bank deposits of the United States seemed to have sustained a loss in deposits following July 1st—the only exceptions being banks in new territories which had previously lacked savings facilities entirely?

"Strikes of various kinds are partly responsible for this state of things," suggested John J. Pulleyn, controller of the Emigrant Industrial Savings Bank, "combined with the high prices of foods and other factors of living. Some small amounts of money may have gone into real estate." Real estate men, however, report a dull six months. If it be true that the butcher's bill and the shopping fund and the rent payments have increased in the average family to a point where the savings-bank account cannot be built up but must actually be drawn upon—it is time the nation knew it.

"Out of work" was likewise referred to as a cause for deposit losses by President Quinlan of the Greenwich Savings Bank. President Charles E. Sprague of the Union Dime Savings Bank had diagnosed the cause of withdrawals as the desire of the average citizen to regulate his expenditures according to the income of his neighbor. The nation's extravagance, he believed, had reached that point where men and women fall back upon their last resort—the savings bank—to clean up their indebtedness.

A similar conclusion had been reached by President Felsinger of the New York Savings Bank. The payment of old loans and debts, he felt, was the chief factor. He believed, however, that although his depositors had not been earning as much as in 1906 and 1908, they had, after all, been discovering how to live within their means.

That is the cheerful side. In the couple of months past, the number of savings-bank depositors has been growing—even though the sums they pass through the window have, on an average, run smaller. To some degree the last phenomenon is an indirect result of the reductions of interest rates made in some quarters. This has led wealthy people,

who employ savings banks merely as investment brokers, to take their money out and buy bonds—now selling so much lower than last year. As for such folks, however, "their room is more welcome than their company," as any president of such a savings-bank will tell you. His institution is for the encouragement of thrift and frugality, not for the convenience of rich people.

Last month a prominent New York banker remarked that a tremendous "retrenchment" was visible to him; and that if it continued for six months, enough capital would have been saved to last the country several years.

Our Accounts with Europe

ANOTHER test of economizing, even more significant than the flow of money into and out of the savings banks in America, is the flow of corn, wheat, cattle, oil and other American products to Europe, as compared with the inflow of the manufactured goods and the like that Europe sells us.

At a time like 1907, imports into America of things like diamonds and other precious stones, silks and the like, fall off abruptly. Contrariwise, everybody knew, when it was announced a little over a year ago that our imports of precious stones had broken all records, that the country was highly prosperous—or at least thought it was.

It is discouraging, therefore, to find that the imports of merchandise into America this year have been tremendous. The following table compares the total for the ten-month period ending October 31st this year with each of the five years preceding:

| | |
|-----------|-----------------|
| 1910..... | \$1,296,226,777 |
| 1909..... | 1,196,267,707 |
| 1908..... | 900,538,278 |
| 1907..... | 1,219,984,920 |
| 1906..... | 1,066,395,469 |
| 1905..... | 779,717,437 |

Not only are this year's imports greater, by hundreds of millions, than those in 1905, 1906, or 1908, but they are a hundred millions greater than any of the preceding years except 1907—which was a time of trouble.

Fortunately, American manufacturers have been breaking all records at selling their goods abroad. Our November "merchandise exports" ran up to \$206,000,000—against \$196,000,000 last November, \$161,000,000 the year before, and only \$204,000,000 even in November, 1907.

Moreover, some signs of economizing can be deduced from the following table, which

shows the merchandise imports month by month, reflecting some lessening of American demand for European products since April of this year:

| | |
|---------------------|---------------|
| November, 1910..... | \$130,361,388 |
| October..... | 123,868,448 |
| September..... | 117,260,260 |
| August..... | 138,358,358 |
| July..... | 117,315,315 |
| June..... | 119,876,876 |
| May..... | 118,837,837 |
| April..... | 133,921,911 |
| March..... | 162,999,435 |
| February..... | 130,117,980 |
| January..... | 133,670,278 |
| December 1909..... | 138,744,244 |
| November..... | 140,508,773 |

Beginning with May, apparently, this country began to use less European merchandise.

On the other hand American exports, instead of swelling to meet the added debt to Europe, have actually been less than for many years past.

Take the eleven-month period up to the first of last month. The strength of America, as a trader among the nations, has lain in its exports of "natural resources,"—corn, wheat, flour, meat and dairy products, cattle, cotton and mineral oils. But the ten-year table below, contrasting the eleven-months' figures of such exports with those of the same periods in previous years, show the total this year to be the lowest since 1904:

| | |
|-----------|---------------|
| 1910..... | \$697,902,646 |
| 1909..... | 749,593,246 |
| 1908..... | 800,509,848 |
| 1907..... | 841,287,850 |
| 1906..... | 785,443,214 |
| 1905..... | 703,569,134 |
| 1904..... | 647,439,647 |
| 1903..... | 726,193,738 |
| 1902..... | 642,057,158 |
| 1901..... | 779,652,752 |

And 1904, it will be remembered, was not a pleasant year for American industry.

"Invisible" Debts

WHY do the financial writers warn so solemnly of "our growing debt to Europe," when the figures show that our exports thither nearly always exceed our imports thence?

The catch in this international affair has disgusted a great many people with the whole science of applied economics. Yet it is entirely simple.

The United States trades with Europe. Whichever is ahead is said to have the "balance of trade." But no country as new as this can finance itself. Consequently we

have run up a total of borrowings from Europe which now amounts to billions of dollars. We must pay interest on that every year, with some principal. Such payments, together with freight charges to foreign shipowners, the insurance premiums to foreign insurance companies, the sums sent by European immigrants back home, and the sums spent by Americans who go touring abroad, add up to an imposing total per year. It is an "invisible" balance. And it always sets against America.

For it must be remembered that, financially speaking, there are only two kinds of nations: lenders of capital, and borrowers (a few, like Tibet, are thrown out of the record entirely as being of no economic importance).

Most of the lending nations are ancient European countries. Time has allowed their riches to accumulate. Great Britain has loaned some \$15,000,000,000 to younger sisters; France and Germany about \$8,000,000,000; and Holland, Belgium and Switzerland, although smaller in area, have made tremendous advances to "foreigners."

With the comparatively infant nations,—Australia, British India, the Argentines, Brazil, Chile and Mexico—and with those exceptions among the older sisters, such as Japan and China, which are in process of reconstruction—the United States must be grouped.

An Authoritative Estimate

IN the files of this department there have reposed for some time various calculations, some bearing more or less eminent financial sanction, of "our debt to Europe." But the estimates varied by amounts of one to five hundred million dollars. It was necessary, though unsatisfactory, to add all the calculations together and divide them by the number of calculators. Last month, however, figures were completed on this subject for the National Monetary Commissions' important documentary series by George Paish, editor of the London *Statist* and an economist of international note. Mr. Paish's work has been distinguished particularly by its careful balance. His figures are particularly interesting at this time of our disappointingly small excess of exports over imports.

First comes the interest on money borrowed from European investors. This amounts to no less than \$300,000,000 a year, Mr. Paish figures, being nearly 5 per cent. on the six and one-half billion dollars of European money we have invited to these shores.

An offsetting item is the billion and a half

which Americans have invested in other countries. But there is still left a net yearly "invisible" indebtedness of America to Europe of some \$225,000,000.

Next are the tourists. Mr. Paish figures that Americans abroad spend, over and above what American residents can extract from foreign visitors, the amount of \$170,000,000.

Then immigrants to America either send back or take back with them perhaps \$150,000,000 yearly more than they bring in (through postal money orders alone, there was sent abroad last year by residents of the United States \$90,000,000).

The final big item is for ocean freight. America possesses no shipping, speaking in international terms. Adding the \$25,000,000 charged by foreign ship-owners to the bills of foreign insurance companies, the commissions of European bankers who underwrite American securities, and the fees of various kinds, and including the three main items first mentioned, a grand total of nearly \$600,000,000 is estimated as the yearly debt of the United States to Europe which is "invisible," but very real indeed.

Good Reasons for Borrowing

BY no means must it be diagnosed as a disaster whenever the American excess of exports over imports fails to equal, in a single year, less than \$600,000,000. It is true that such a failure would mean an addition to our already enormous debt to Europe. But it is equally true that sometimes a new country, like a new enterprise, does better by increasing its borrowings.

For instance, it is estimated that the increase in the annual production of American wealth has averaged *twenty times* the amount paid to foreigners for capital.

These columns last month showed that nearly one third of the railways of the United States have been built with foreign capital. But by just so much have American citizens been able to devote their own savings to building dwellings, to equipping factories, to fitting out retail establishments, to improving public grounds, parks and roads—in general, to "home furnishing."

The caution must be that an increase of borrowing should never be more than temporary. As shown last month, the pitifully small American trade balance this year had left us \$365,000,000 behind the payment of our invisible debts "according to the lowest estimate" (which was \$150,000,000 less than that of Mr. Paish, since announced).

If the balance does not turn more strongly in our favor within a very few months, and does not maintain the increase, one of two things will have to occur; either American prices must be cut down so as to attract foreign buyers, or else this country must go into a period of depression and of slackened enterprise.

Railroad Ups and Downs

SOME anxiety was evident last month in most "market letters" of brokers, and in letters from some business investors, concerning the state of railroad earnings. Here was the Pennsylvania showing nearly \$200,000 less for October than last year. That loss, too, was in "gross" earnings. Before these figures came out, no great Eastern system had failed to record figures of gross earnings, month by month, larger than for the corresponding months of last year.

Other prominent railroads whose October "gross" showed a decrease are the St. Paul and the Southern Pacific. Many others showed big decreases in "net," as they had been doing for some time past.

Charges have been widely made that railroads are trying to put their worst foot foremost, to make themselves appear as poor as possible, in aid of their plea for higher freight rates.

There is indeed some flexibility in the railroad accountant's handling of operating expenses. For instance, he can make a whopping big item for "this month" out of those old engines relegated to the scrap heap—or he can put that item off until "next month" if the officials think it will look better then.

To manipulate the total of gross earnings is not such a simple matter. Indeed, plenty of people believe it is not attempted at all on our standard systems.

It may be, as so many people felt last month, that the reduction in gross earnings of railroads are prophecies of some reduction in dividends. That is not the whole story. As pointed out in these columns for September, 1910, there is a curious counterbalance between the figures in railroad gross earnings and the prices of railroad stocks. When the former begin to go down, the latter usually start to go up. Nor is this another example of Wall Street deception. It is simply the financial community's expression of this ancient truth: "when the worst is known, men prepare for something better."

NOTEWORTHY FICTION OF THE SEASON

THE history of twentieth century fiction is likely to record great or even unsurpassed achievement in psychological portraiture. This corresponds with an asserted prerogative of untrammelled laxity in narration which is quite modern. More briefly: we may expect characters to be well described and stories badly told. Without expounding the literary influences and developments which concern these two things, the critic might point to a certain novel appearing in 1904 that exemplified both fine psychology and inferior construction—"The Divine Fire," the first work of May Sinclair. Of her latest novel, "The Creators" (Century), the same comment could be made with equal justice. As to the subject of "The Creators," it might be conveyed in the form of the query: "What effect have love and marriage upon authorship?" Miss Sinclair, well studied in the complexities of psychic machinery, answers, "That Depends." In one case an enamored couple write better than ever after they are united. Then, we have a novelist led by caprice to take a girl from a lower class to wife. In six months he tires of her, and his literary production continues as though he had stayed unmated. Another, a very sentimental girl, remains unwed. Her muse, however, chants most melodiously at the times when she is least in love. Still another writer marries an editor, ambitious, practical, and devoted to his spouse, whose ecstatic felicity becomes clouded with the realization of its cost: the waning power to create.

FOUR REMARKABLE NOVELS

Arnold Bennett's extraordinary novel "Clayhanger" (Dutton) seems to reject the necessity for the formal structure or logical evolution demanded by the "Rules and By-Laws for the Perfect Novelist." Like life itself the story rambles and rushes, and stumbles and shambles, containing all sorts of startling events with little consequence and some trivialities that engender portentous transactions. This seven-hundred-page volume, in fact, constitutes a sort of biography, which, with two related volumes to follow, promises to reach dimensions rivaling "Clarissa Harlowe." Edwin Clayhanger

is the son and employee of a hidebound, priggish old Briton who owns a provincial printing and stationery shop, and who resents every sign of progress—especially on the part of his offspring. Therefore, when Edwin requests larger pay than a pound a week, to enable him to marry, he receives

the indignant answer: "Let me tell you that in my time young men married on a pound a week, and glad to!" Blest with such a papa, and brought up in traditions of "stand-pat" stolidity, Edwin's mental career could not be swift. Hence one justification, at least, for so bulky an account. But the pleasure derivable from Mr. Bennett's excellent description of people, places, and episodes, his inclusive comprehension of human nature, his charming sympathy for youth, and an enlivening current of ironic humor which ripples smilingly through the whole—the enjoyment thus to be obtained renders "Clayhanger" very alluring of perusal.

Horribly repellent, by contrast, looms the hideous "House of Bondage" (Moffat). Mr. R. W. Kaufmann's skilful and strong analysis of the white slave abomination is in the main authentic as well as plausible. Although, intent upon drawing a dark picture he occasionally exaggerates, his narrative method is admirable, since he permits himself no irrelevancies, but makes each personage and incident somehow converge upon the central point of interest. And this, he makes it plain, is not national but universal. His scenic selection of New York enables him to show how politicians and magistrates, lawyers and policemen contrive to enrich themselves through criminal affiliations with the sinister "business." He mentions Tammany Hall by name. The statement may seem paradoxical that "The House of Bondage" embodies too much accurate information to be supremely effective. "Uncle Tom's Cabin," a superficial, artificial presentment, was full of emotion; the careful "House of Bondage" is merely full of facts that can be proven. Nevertheless, Mr. Kaufmann has written a powerful and important book, deserving extensive circulation.

"Five o'clock by the sundial on the lawn, and the man that had to fight the duel at seven was sound



MISS MAY SINCLAIR
(Whose latest novel, "The Creators," is noticed
on this page)



ARNOLD BENNETT
(Author of "Clayhanger")

asleep and dreaming." Who so unlikely thus to begin a tale as the author of "Alice-For-Short" and "Somehow Good"? Yet William de Morgan's "An Affair of Dishonor" (Holt) tells not alone of that, but another duel, of a bold abduction, an heroic rescue from drowning, and a grand, blazing cannonade between British ships and Dutch. Such are the active matters in hand in de Morgan's new novel of Restoration days, penned with a beauty of language to make you glad that you can read English.

One of the most remarkable psychological studies of recent years in the form of fiction is the ten-volume novel depicting the soul development of a great but anonymous German musician. The subject of this monumental work—Jean Christophe—born of humble parents in a little German town, passes through almost every conceivable human experience during a long life in two countries, Germany and France. The first four volumes of the original French known respectively as Dawn, Morning, Youth and Revolt, have been published as one work in the English translation by Gilbert Cannan (Holt). The author, M. Romain Rolland, a new figure in French fiction, is a musical critic who has "a passion for artistic truth." This is the great trial of Jean-Christophe. It is his law. He must tell the truth and have the truth at all costs, in spite of himself, in spite of the world, in spite of life, because he must "answer to the unswerving judgment of his own soul." Jean-Christophe is everywhere "hurled against compromise and untruth, individual and national." The whole series

is a story of the adventures and experiences of the soul of the hero, and of course, in greater or less degree, those of every other human being "who passes through this life from the tyranny of the past to the service of the future." Absolute, courageous fidelity to truth, patient, psychological analysis, with a startling keenness and abounding vitality in every character; these are the qualities that stand out in "Jean-Christophe," which Mr. Edmund Gosse the English critic, has called the noblest work of fiction of the twentieth century.

WRITINGS WITH NATIONAL SIGNIFICANCE

Two authors already known for singing the waning glories of the wonderful Far West of America join their voices in a duo to which one must give ear. "The Rules of the Game" (Doubleday), by Stewart Edward White, might properly be called the Epic of the Timber, for it tells us in graphic, living circumstance the whole story of the big trees; their majestic forest congregation; the riches that they represent; crafty endeavors criminally to despoil these splendid natural legacies of the nation, and, on the other hand, resolute efforts to conserve them; the frightful fires which sometimes devastate vast areas; the activities of the early pioneer, of the homesteader who succeeded him, and of the underpaid, ill-used, indispensable government ranger; the workings of the Land Office, with its historical connivance at illicit trans-



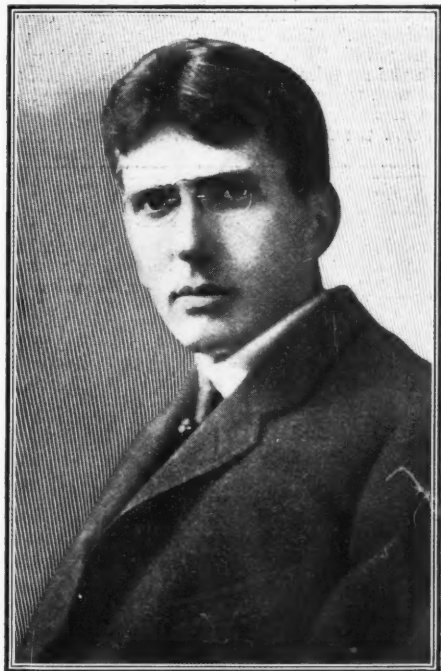
ROMAIN ROLLAND

(The first four volumes of whose novel "Jean-Christophe" has recently been translated into English)

actions; and then, among still other matters, the actual processes of cutting, milling, driving the giant logs. Truly an epic narrative! Mr. White spreads his tale rather evenly over these various phases. Miss Agnes Laut, in the "Freebooters of the Wilderness" (Moffat), concentrates her view upon the violence to man and beast and property perpetrated in the course of robbery on a titanic scale, including also the ravishment of mining lands and grazing tracts. Miss Laut's book has a high dramatic force. It seizes and excites, and it stirs the blood to anger; it has descriptive pages of equal potency, one of the best describing an avalanche. Both volumes are valuably educational.

"The Gold Brick" (Bobbs-Merrill) too is an enlightening book. Here Brand Whitlock continues his good fight on paper—in office he is doing it as Mayor of Toledo—on behalf of getting government of which we need not be ashamed. One welcomes each successive piece of print from such a champion of such a cause, and "The Gold Brick" constitutes a series of realistic political sketches that every American voter ought to read.

In this country of quick development the new candid spirit of national self-criticism—which some people term "muck-raking"—has grown apace. That it now flourishes should not arouse regret but satisfaction, since the tendency it bespeaks is idealistic. Even when the pessimist complains let us rather listen to him than by refusing shut out a single word of truth which he might



MAYOR BRAND WHITLOCK, OF TOLEDO
(Author of "The Gold Brick")

have to tell. "The Husband's Story" (Appleton), at all events, sets forth some bitter beliefs of David Graham Phillips, stated with unimpeachable sincerity in a novel of unmerciful trenchancy—as for example:

"We American men of the comfortable and luxurious classes are addicted to the habit of regarding our wives and children as toys, as mere sources of amusement not to be taken seriously. We all still look upon education as a frill, an ornament. The American woman is a child in education, a child in experience, a child in taste. He (her husband) prefers her a child. Her childishness rests his tired brain. Nothing she so dearly loves as to hear that she has a great in-



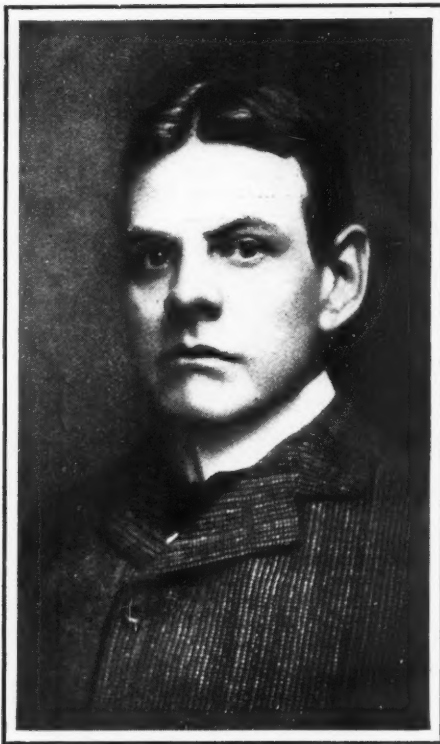
MISS AGNES LAUT

(Who has just brought out a novel of conservation entitled "Freebooters of the Wilderness")

tellest and a great soul, complete, mysterious, beyond the comprehension of the vulgar male clods about her. That's why they like foreigners. You ought to watch those foreign chaps flatter our women—make perfect fools of them. . . . Why stay at home when there is an amiable fool willing to mail them his money, while they amuse themselves gadding about Europe or some big city of America? . . . In America, where the marriage for sentiment prevails to an extent unknown anywhere else in the world, is not the institution of marriage there in its most uneasy state?"

The woman who was supposed to tell the story set forth in "The Confessions of a Successful Wife" (Harpers), which might be read as a sort of antidote for Mr. Phillips' "Husband's Story," belongs to the old-fashioned order. The confessions in question are not concerned with her own ideas, failings, and feelings, but with those of her husband. It is impossible to withhold admiration from the patient, practical heroism of the successful wife, as well as the direct, vivid style of the author of the book—G. Dorset.

Another phase of the same everlasting problem—the new woman and her strained relations with the eternal husband—is presented in Jesse Lynch



DAVID GRAHAM PHILLIPS

(Whose novel "The Husband's Story" is noted on the preceding page)

Williams' very spirited story "The Married Life of the Frederic Carrolls" (Scribner). "Molly," the wife and heroine, makes brave efforts to be an old-fashioned wife, but there is something in the atmosphere that almost wrecks her attempt. This novel very profitably and interestingly begins where most novels leave off, at the threshold of that most complicated and most important phase of life, matrimony. As usual, virtue and the old ideals triumph, and everybody applauds.

SOME EXCELLENT SHORT STORIES

Were one, relative to stories, even as voluptuous a glutton as Lucullus in respect of food, one could here sit down to a banquet fit for the most fastidious palate. One would find the fare no less appetizing than varied. The Scribners alone set out three delectable dishes, compounded by Henry James, Edith Wharton, and Richard Harding Davis, and severally entitled "The Finer Grain," "Tales of Men and Ghosts," and "Once Upon a Time." Henry James, of course, sustains his reputation as a dispenser of subtilized caviare. Waiving gastronomic analogy, one must avow that this writer's labyrinthine style is the expression of a preternaturally observant and complex mind; none but an intelligence of the first class could analyze human motive down to such impalpable atoms. Would it not be difficult to name a single story teller, of any clime or epoch, who in this regard could assert superiority to Henry James?

Mrs. Wharton—in the front rank of the world's

living makers of fiction—owes something to Henry James; like him and all great artists in fiction she possesses, in a preëminent degree, the two capacities: psychic dissection and the power to arouse curiosity. Her talent for the first receives brilliant illustration in "The Blond Beast," the picture of a hypocritical captain of industry who designs to bribe Heaven and befool the press with the sop of pseudo-religious philanthropy. The second she exhibits to perfection in the mysterious tale of "The Eyes." Mr. Davis' collection, too, contains much stimulus to one's speculative sense. Such yarns as "The Spy" and "A Charmed Life" show him the able entertainer he ever has been.

Mystery, and mystery most ingeniously planned, is the keynote of Dr. Weir Mitchell's "Guillotine Club" (Century). The opening story, for instance, relates how a certain man became another, who felt obliged to fight a duel with his own original. Jack London, however, rarely dallies with the esoteric or fantastic; he must march up to us men of "real" flesh and blood, with bulging muscles and rubicund corpuscles. He goes hard at his mark, does brash young California Jack, and gets there straightaway—like a steam piston-rod. His anthology of narrations may be obtained from the Macmillan establishment, where it has been issued under the title of "When God Laughs." A namesake, almost, L. P. Jacks, reveals unusual cleverness at character study in "Mad Shepherds," provided by Holt. Doubleday-Page have Kipling's "Rewards and Fairies" to their credit, likewise a symposium from the pen of O. Henry, called "Whirligigs." The Kipling collection is in the manner of his "Puck of Pook's Hill," partaking of both the mythical and the historical, and permeated with the exquisitely lyrical. O. Henry gives us stories of Latin America, Western North America, and the Metropolis of All America. Others



JESSE LYNCH WILLIAMS

(Mr. Williams is the author of a very spirited story, entitled "The Married Life of the Frederic Carrolls".)

have written as well about the West as he has, or better than he has, but not the famous Bret Harte himself, bard of the Golden Gate and domains adjacent, indited chronicles more unique than O. Henry, master singer of Manhattan. "Whirligigs" will be devoured with zest by every one having tooth for a genuine *ragoût piquant à l'Américaine*.

VARIOUSLY COMMENDABLE

Several more fictional productions merit a few words of comment. But let their virtues only be mentioned; the faults they exhibit are sure to reappear in other novels, not yet published but destined ready for review six months hence.

George Meredith's unfinished "Celt and Saxon" comes from the Scribner press. Some months ago we noted its power and range. Diverging traits of those two races form ingredients also of "Lord Alistair's Rebellion," by Allen Upward, to which Mr. Mitchell Kennerley lends his distinctive and entertaining imprint. The caustic iconoclast who wrote that most original tract, "The New Word," now glitters again in the brilliance of his prismatic intellect. Here is an epigram which would have done honor to a La Rochefoucauld: "Every revelation passes through three stages: first, it is a heresy; next, a commonplace; and last, a superstition." But whosoever cherishes great reverence for accepted ways of thinking will spurn this author. No one would take offense at Meredith Nicholson's farcical foolery named "The Siege of the Seven Suitors" (Houghton), than which nothing more hilarious has recently got into print. A pictorially superb cover, initialed S. H., fixes the eye to the outside of "The Sword Maker" (Stokes), by Robert Barr. Within one meets a successful attempt—an insecure hand would have blundered about between the ridiculous and the vulgar—to project romantic imaginings of the feudal Rhenish Palatinate into twentieth century English. Mr. Barr shows us secular warrior princelings vying with potentates of the church militant here on earth for the acquisition of glory, in its concrete, aureate circular embodiment, to the disadvantage of plain burgher and still plainer serf. Local atmosphere of pure quality pervades Will Harben's "Dixie Hart" (Harper), of which the scene is laid in Georgia, and also Mary Waller's "Flamstead Quarries" (Little, Brown), chiefly concerning the State of Maine. And James Lane Allen, the poetical, philosophical Kentuckian, publishes with the discriminating Macmillan Company a volume of good American literature bearing the seasonable appellation, "The Doctor's Christmas Eve."

"Burning Daylight" (Macmillan), "The King of the Klondike," "The Hero of the Arctic," and "The Thirty-million-dollar Millionaire of the North," is as striking a character as Jack London has ever created. He is a man fashioned out of the golden, frozen North and endowed with a personality in which the powerful and the gentle are strangely blended. The story shows Mr. London's virile style and psychological insight.

Few writers of the strictly modern fiction display such a sharpness of penetration and bitter wisdom of the world as does Frank Danby (Mrs. Julia Frankau). "Let the Roof Fall In" (Appleton), the latest work of this English au-



ALICE BROWN

(Who has won much praise for her new novel, "John Winterbourne's Family")

thor, is a story of English lords, Irish commoners and various other interesting people who live alternately in Britain and Siam. The story is full of sentiment which occasionally becomes sentimentality.

Another story by Ida Wylie, an English woman newer to the ranks of fiction than Frank Danby, is "The Native Born" (Bobbs-Merrill). This is an exciting tale woven around the race question in India, dealing with many important phases of Anglo-Indian and native life.

Maurice Hewlett displays in his latest piece of fiction, "Rest Harrow" (Scribners), the same fresh invention, freedom of thought, and feeling for nature that have characterized his former works.

There is an intimate quality about all the stories of Alice Brown that (as Artemus Ward once put it) will almost justify an incurable case of optimism. In "John Winterbourne's Family" (Houghton-Mifflin) we have another study of social ambitions, intellectual development, and marital complications in New England.



THE NEW BOOKS

TRAVELERS' TALES

BOOKS of travel and the description of countries and peoples near at hand and at the uttermost parts of the earth come from the presses of the publishers all over the world in increasing numbers. Whether the travelers be artists, literary men, students of politics and sociology, or "just tourists," it is surprising how well many of them write and in what excellent manufactured form the publishers bring out their efforts. Take, for example, the two-volume work on "Cathedrals and Cloisters of the Isle de France."¹ This handsomely illustrated work has been written by Elise Whitlock Rose. The pictures are from original photographs by Vida Hunt Francis. History and incident, art criticism and sociology are crowded into these pages.

The latest addition to Mr. Clifton Johnson's entertaining series of "American Highways and Byways" is a volume on "The Highways and Byways of the Rocky Mountains."² This title, however, should not be taken too literally. The book is intended to cover the region lying between the Mississippi Valley and the Pacific Coast. It

¹ Cathedrals and Cloisters of the Isle de France. By Elise Whitlock Rose. Putnams. 2 vols., 857 pp., ill. \$5.

² Highways and Byways of the Rocky Mountains. By Clifton Johnson. Macmillan. 279 pp., ill. \$2.

takes its name from the dominant physical feature of that area, but of necessity its text deals both with the mountains and with the great agricultural States that lie to the eastward. In all the volumes of this series Mr. Johnson, who is his own illustrator, avoids the larger towns and seeks for the typical and picturesque in rural life. His photographs are frequently unusual and striking, and his text descriptions equally so.

One useful product of the revival of interest in Polar exploration resulting from the Peary achievement is "The Great White North,"³ by Helen S. Wright. This book sums up the whole story of Arctic exploration from the earliest times to the discovery of the Pole. The illustrations include portraits of all the leading explorers, as well as many interesting bits of Arctic scenery.

In "The Toll of the Arctic Seas,"⁴ Mr. Deltus M. Edwards attempts to give a brief, accurate, yet comprehensive account of the price in life, suffering and dollars that has been paid for the conquest of the Far North. These stories "have been gleaned, scrap by scrap, from old accounts of the explorers themselves, from obsolete reports of army and navy inquiries, from private journals and manuscripts, and from such writings of the present-day explorers as were needed to make a complete narrative of the discovery of the North Pole."

One fruit of the anthropological studies that have been conducted in the Philippine archipelago under American auspices is a volume on "The Racial Anatomy of the Philippine Islanders,"⁵ by Dr. Robert Bennett Bean, now of the Tulane University of Louisiana and formerly associate professor of anatomy at the Philippine Medical School in Manila. This book embodies the results of three years' investigation of the Filipinos. A method of segregating types is introduced and affords a ready means of comparing different groups of men. The text is accompanied by nineteen illustrations reproduced from original photographs.

"Islam Lands"⁶ is the title of an account of travel in Nubia, the Sudan, Tunisia, and Algeria, by Michael M. Shoemaker. Mr. Shoemaker is an experienced traveler, and in this volume he describes many regions that are remote from the globe-trotters' beaten track.

"Panama and the Canal To-Day"⁷ is a historical account of the canal project with a comprehensive description of the physical features and natural resources of the country, by Forbes Lindsay, author of "Panama, The Isthmus and the Canal." Now that the construction of the canal has entered upon its final stage, this account of the work that has been done and description of the plans upon which it will be finished is especially timely. Mr. Lindsay has obtained the material at first hand or from experts who have carefully investi-

³ The Great White North. By Helen S. Wright. Macmillan. 489 pp., ill. \$2.50.

⁴ The Toll of the Arctic Seas. By Deltus M. Edwards. Henry Holt & Company. 449 pp., ill. \$2.50.

⁵ Racial Anatomy of the Philippine Islanders. By Robert Bennett Bean, M.D. Lippincott. 236 pp., ill. \$2.

⁶ Islam Lands. By Michael Myers Shoemaker. Putnams. 251 pp., ill. \$2.50.

⁷ Panama and the Canal To-Day. By Forbes Lindsay. L. C. Page & Co. 427 pp., ill. \$3.



IN DISTRESS AT THE NORTH
(Frontispiece from "The Toll of the Arctic Seas")

gated the resources of the isthmus. More than fifty illustrations from recent photographs, and five maps, accompany the text.

Impressions of Cuba¹ gathered during ten years' residence on the island are set forth in a volume of 500 pages by Irene A. Wright, who has traveled much through the provinces on work entailed, first, by connections with local newspapers, next by appointment as a special agent of the Cuban department of agriculture, and finally by the business of editing a monthly magazine which describes the island principally from the agricultural and industrial points of view. During and immediately after the Spanish war descriptions of Cuba flooded the market, but within recent years comparatively few works of this character have found publishers. The present account is brought down to date and contains a great deal of information about the island that is not to be found in earlier works.

"Pages from the Book of Paris"² is the title of a series of racy sketches by Claude C. Washburn, illustrated from etchings and drawings by Lester G. Hornby. The book gives, in word and drawing, the impressions and adventures of these two young Americans—one a writer, the other an artist—each of whom is thoroughly familiar with the city and with the vagaries of its inhabitants. The product is a fascinating interpretation of Parisian life itself, as well as a clever *exposé* of the parody of it which most foreigners see.

And so on through the ever-extending list dealing with travel throughout the civilized and uncivilized world. Besides the more noteworthy volumes already briefly described, mention should be made of the following: Spain, Spaniards, and Spanish things in general come in for some lively and entertaining description in Miss E. Boyle O'Reilly's volume "Heroic Spain."³ It is of the heroism in the soul of the Spanish people, rather than of her historic characters, that this author writes. A good deal of interesting information, and many useful pictures, may be found in Mr. R. F. Johnston's "Lion and Dragon in Northern China."⁴ Mr. Johnston, who has been for some years a magistrate in Wei-hai-wei, knows whereof he speaks. L. C. Page & Co. have made a very handsome volume of N. O. Winter's "Brazil and Her People of To-day."⁵ Customs, characteristics, amusements, and history, with suggestions as to the development of natural resources, are the subjects considered. In "An Englishman in Ireland,"⁶ Mr. R. A. Scott-James gives his impressions, by text and picture, of a canoeing trip through the Emerald Isle. Then there is the account of a motor trip in Europe taken by two Americans, A. T. and B. R. Wood, which is given us, with pictures, under the



A BRAZILIAN FRUIT MARKET

(Illustration from N. O. Winter's "Brazil and Her People To-Day")

general title "Ribbon Roads."⁷ Under the rather unusual title, "The River and I,"⁸ Mr. John G. Neihardt, who is sometimes known as the "Nebraska poet," tells the story of his descent of the Missouri River in quest of exercise, adventure, and impressions. A perusal of the book convinces one that he got what he sought. "Florida Trails,"⁹ by Winthrop Packard, is a handsomely illustrated description of several years' travel in the State at all seasons. A sober book of literary interest is Helen Archibald Clarke's illustrated description of "Hawthorne's Country,"¹⁰ dealing with New England and the scenes of his European tour as well.

NEW BOOKS ABOUT THE "DARK CONTINENT"

The rapidity with which the "Dark Continent" is emerging into the light of print is truly remarkable. Steadily the number of books and magazine articles on topics relating to Africa and African conditions increases. We frequently mention in these pages the more noteworthy of these publications. The present book season has been marked by an unusual number. The very important exploring expedition headed by the Duke of Mecklenburg, which thoroughly studied extensive tracts of Central Africa during 1907-08, has found its historian in the Duke himself. "In the Heart of Africa,"¹¹ which is the title, correctly describes the expedition and the contents of the book. Duke Adolphus Frederick, of Mecklenburg, who has an enviable reputation as a traveler and a sportsman, on the expedition in question made a systematic investigation of the entire German East African Protectorate, and traversed the entire heart of the continent, including a large portion of the Congo State. The volume is illustrated from photographs taken by the author, some of them reproduced in color.

Two other volumes consider Africa from the viewpoint of the sportsman. Richard Tjader¹² attempts to handle the matter very thoroughly not

¹ Cuba. By Irene A. Wright. Macmillan. 512 pp., ill. \$2.50.

² Pages from the Book of Paris. By Claude C. Washburn and Lester G. Hornby. Houghton, Mifflin Company. 277 pp., ill. \$3.

³ Heroic Spain. By E. Boyle O'Reilly. Duffield. 440 pp., ill. \$2.50.

⁴ Lion and Dragon in Northern China. By R. F. Johnston. Dutton. 460 pp., ill. \$5.

⁵ Brazil and Her People of To-day. By Nevin O. Winter. L. C. Page & Co. 388 pp., ill. \$3.

⁶ An Englishman in Ireland. By R. Scott-James. Dutton. 264 pp., ill. \$2.

⁷ Ribbon Roads. By A. T. and B. R. Wood. Putnam. 222 pp., ill. \$2.50.

⁸ The River and I. By John G. Neihardt. Putnam. 325 pp., ill. \$2.

⁹ Florida Trails. By Winthrop Packard. Small, Maynard & Co. 300 pp., ill. \$3.

¹⁰ Hawthorne's Country. By Helen A. Clarke. Baker & Taylor Company. 348 pp., ill. \$2.50.

¹¹ In the Heart of Africa. By Adolphus Frederick, Duke of Mecklenburg. Cassell & Co. 295 pp., ill. \$5.

¹² The Big Game of Africa. By Richard Tjader. Appletons. 364 pp., ill. \$3.

only giving his own experiences but drawing from the experiences of others and in making copious suggestions to the would-be African big-game hunter as to the selection of the outfit for the trip,



BARONESS BERTHA VON SUTTNER
(Who has just brought out her "Memoirs")

as to the linguistic equipment he will need, and in general providing material usually found in a high-class illustrated guide-book. In "Uganda for a Holiday,"¹ Sir Frederick Treves, who was one of the surgeons attached to the personal household of the late King Edward of England, endeavors to "be of some service to the unspecialized traveler who wants to go somewhere and who might profitably go to Uganda." This book is also copiously illustrated.

Mr. Edgar Allen Forbes has fairly packed with information his travel book which he has entitled "The Land of the White Helmet"² and subtitled "Lights and Shadows Across Africa." Mr. Forbes, who has been for some years managing editor of the *World's Work*, has tried to see the African of to-day with American eyes and to tell the story thereof without fear or favor of any man. The pictures are from photographs taken by the author and are very varied in subject.

The subject is very appropriately rounded off by a mention of Mr. John T. McCutcheon's humorous story of his hunting adventures in Africa.³ Mr. McCutcheon is known far and wide as the cartoonist of the *Chicago Tribune*. In his book, which is copiously illustrated from photographs and a number of mirth-provoking sketches, he tells us he has merely attempted to "relate the experiences of a self-confessed amateur," to the "accompaniment of some mildly stimulating pictures."

¹ Uganda for a Holiday. By Sir Frederick Treves. Dutton. 233 pp., ill. \$2.50.

² The Land of the White Helmet. By Edgar Allen Forbes. Revell. 356 pp., ill. \$1.50.

³ In Africa. By John T. McCutcheon. Bobbs-Merrill Company. 402 pp., ill. \$3.

BIOGRAPHY

It has not been permitted to many women to exert so widespread, intelligent and effective influence toward general peace between nations, as that which is already to the credit of the Austrian authoress and philanthropist, Baroness Bertha von Suttner. Four years ago this lady received world-wide recognition for the vigor and effectiveness of her book "Lay Down Your Arms"—"Die Waffen Nieder." Two years later Baroness von Suttner received the Nobel prize for peace. In her recently published memoirs, which have just appeared in two volumes with the subtitle: "Records of an Eventful Life,"⁴ Baroness von Suttner gives an absorbingly interesting account of her work for "international fraternization." "Lay Down Your Arms" has been called the Uncle Tom's Cabin of the peace movement.

A comprehensive study of that remarkable woman, the late Empress Dowager of China, Tzu Hsi,⁵ by J. O. P. Bland and E. Backhouse, comes to us from London, imported by the Lippincotts. This is a history, very graphically told, of the life and times of the shrewd old Chinese Empress, compiled from state papers and the private diary of her chamberlain.

⁴ Memoirs of Bertha von Suttner. By Baroness Bertha von Suttner. Ginn & Co. 2 vols. 891 pp. \$5.50.
⁵ China Under the Empress Dowager. By J. O. P. Bland and E. Backhouse. Lippincott. 525 pp., ill. \$4.



THE DUKE OF MECKLENBERG WITH A PAIR OF
ELEPHANT TUSKS THAT SHOW HIS
PROWESS AS A HUNTER

(See page 123)

Of the making of books on the great Napoleon there is apparently no end. The subject is approached from a new angle in the autobiography of the great emperor which has been recently issued under the title "The Corsican."¹ It is the diary of Napoleon, which has been compiled and translated by R. M. Johnson. The entire book is made up of Napoleon's own words, with the exception of a few bracketed passages which the editor has thought necessary. The volume is one of unusual biographical and psychological interest, since it contains the frank and vivid opinions of one of the most extraordinary of men on his military campaigns and the public affairs of his country, as well as the more intimate details of his domestic life and even his thoughts and moods. Another biographical work—with a more limited range, however—is "Napoleon in His Own Defense."² This is a compilation of notes and correspondence, together with an essay on Napoleon as a man of letters, by Clement Shorter. Finally we note a new library edition, in four volumes, of Prof. William M. Sloane's "Life of Napoleon Bonaparte."³

Lord Rosebery's biography of Chatham,⁴ which is very full and painstaking in its treatment, pictures the comparatively obscure period of the youth of the great William Pitt. The volume ends with the great Englishman's accession to the nominal secretaryship of state and the virtual position of premier in 1756. Lord Rosebery has made most interesting use of a large number of letters,



CAGLIOSTRO

hitherto unpublished, of a personal and confidential nature.

The latest work on Balzac,⁵ by Frederick Lawton, contains virtually all that is known of the life

¹ The Corsican. By Napoleon Bonaparte. Houghton-Mifflin Company. 526 pp. \$1.75.

² Napoleon in His Own Defense. By Clement Shorter. Cassell & Co. 284 pp., ill. \$4.

³ The Life of Napoleon Bonaparte. By William M. Sloane. Century. 4 vols., ill. \$10.

⁴ Lord Chatham: His Early Life and Connections. By Lord Rosebery. Harpers. 481 pp., ill. \$3.

⁵ Balzac. By Frederick Lawton. Wessels & Bissell Company. 388 pp., ill. \$4.

MADAME HANSA AFTER HER MARRIAGE WITH
BALZAC

(From the painting by Gigoux)

of the author of the "Comédie Humaine," with a number of pictures some of them rare—that very well illustrate the text.

Cagliostro is a mere name to most of us. What he was, what he saw, and what he did to make magic, hypnotism, and free-masonry known to the world,—in short, as the subtitle has it, "The Splendor and Misery of a Master of Magic,"—are set forth in W. R. H. Trowbridge's volume of biography.⁶ This volume is copiously illustrated.

Other biographical studies of more restricted historical and literary interest are: "The Japanese Letters of Lafcadio Hearn," edited by Elizabeth Bisland (Houghton-Mifflin); "The Winter Queen,"—Elizabeth of Bohemia,—by Marie Hay (Houghton-Mifflin); "Dante Alighieri," by Paget Toynbee (Macmillan); "Mazzini and Other Essays," by Henry Demarest Lloyd (Putnams); and "Heroes of California," by George Wharton James (Little, Brown).

PAINTING, ENGRAVING, AND MUSIC

Mr. John C. Van Dyke has given us another helpful book on art. This latest volume, entitled "What Is Art?"⁷ is likely to become as indispensable to students as his former invaluable work, "How to Judge a Picture." His intention, as stated in the preface, is to present an argument for "art as an expression of life." This he has

⁶ Cagliostro. By W. R. H. Trowbridge. Dutton. 312 pp., ill. \$3.50.

⁷ What Is Art? By John C. Van Dyke. Scribners. 154 pp. \$1.



PORTRAIT OF POMPONE DE BELLIEVRE

(Frederick Keppel in his book "The Golden Age of Engraving" says this is, "in the opinion of connoisseurs, the most beautiful portrait in all line engraving")

done most admirably in the six chapters of the book, viz: "What Is Art?" "The Use of the Model," "Quality in Art," "Art History," "Art Criticism," and "Art Appreciation." These chapters are summarized neatly in a table of contents. This summary enables one to turn to any particular subject or criticism without trouble. Mr. Van Dyke holds that art is a race quality that filters through the materialism of every age in forms of beauty. He maintains that the picture lies not in the subject so much as in the point of view; that art is the portraying of an exquisite mood, not the mere delineation of the subject in hand. To overcome our skepticism he points out Corot's atmosphere of perpetual twilight and Monet's and Turner's sunlight, all of which existed not so much in nature as in the mood of the artists. He deprecates the value of much generally accepted art history and sheds a new light upon art criticism. Original American art, free from any servility to foreign influence, receives his generous praise and appreciation. He has the hardihood to think the modern skyscraper possessed of a distinct artistic value. Mr. Van Dyke's books are perhaps the most useful books on art both for the sophisticated and the unsophisticated. As literary art they are stimulating and charming.

It is not often that we are permitted to get an intimate knowledge of the development of a painter's career, particularly as frankly and fully revealed by himself, as we have in Will H. Low's "A Painter's Progress."¹ This volume, finely illustrated, is made up of the lectures delivered by Mr. Low last spring before the Art Institute of Chicago. They give, he tells us, only a "partial survey along the pathway of art in America and Europe, with sundry examples and precepts culled from personal encounter with existing conditions

¹ A Painter's Progress. By Will H. Low. Scribners. 300 pp., ill. \$1.50.

and reference to the careers of many artists, both ancient and modern."

Mr. Frederick Keppel, an eminent authority on all the graphic arts, particularly engraving, in confessing to his sixty-five years, observes in his fascinating volume, "The Golden Age of Engraving,"² that since he is in the Indian summer of "anec-dotage," which supervenes before real dotage, he will endeavor to illumine and freshen his story of engraving through the ages by as many illustrations of our common human nature and as many entertaining stories as possible. This he has done in the very handsomely manufactured volume already mentioned, to the accompaniment of some very fine illustrations. Engravers ancient and modern, their experiences and their contributions to the progress of the art, are absorbingly described and set in their proper niche. An excellent bibliography completes the volume.

The "mystery of musical emotion" is the subject of a clearly put, fascinatingly constructed volume by Albert Gehring, entitled "The Basis of Musical Pleasure,"³ a title which is elaborated further as being supplemented by "A Consideration of the Opera Problem and the Expression of Emotions in Music."

The "Correct Principles of Classical Singing,"⁴ by Max Heinrich, so long an undisputed authority in American as well as European vocal culture, must of necessity contain a good deal of valuable information. There are chapters in this book on "Choosing a Teacher," "The Art of Singing," and "Oratorio Singing."

NEW VOLUMES OF HISTORY

Gen. Morris Schaff's account of the Battle of the Wilderness,⁵ while written by a military man with strictly military fidelity to details, has little of the flavor of an official report. The author was a young West Point graduate of twenty-four at the time when the battle took place, and in his story of what he saw he makes no attempt to conceal his personal impressions as he now recalls them, but on the contrary gives a simple, vividly human account of all that he saw and felt. He confesses that the purely military features of the battle impressed him less than the spirit of the combatants. As a piece of literary description General Schaff's book has not had its equal recently among the various volumes of Civil War recollections.

A fifth edition of Mr. Rossiter Johnson's "History of the War of Secession"⁶ has been called for, and this work (written many years after the close of the conflict) seems to have been accepted as a fairly impartial answer to the questions, How did it happen that the war took place at all? What was its general course? and What were the motive forces that brought it on, prolonged it, and finished it? It was to answer these questions, rather than to offer minute studies of separate campaigns and engagements of the war, that the author prepared this compact and serviceable history.

Col. William H. Crook, who was bodyguard to President Lincoln and later served at the White House during the administrations of Johnson, Grant, Hayes, Garfield, and Arthur, has written

² The Golden Age of Engraving. By Frederick Keppel. Baker & Taylor Company. 314 pp., ill. \$3.50.

³ The Basis of Musical Pleasure. By Albert Gehring. Putnam. 196 pp. \$1.50.

⁴ Correct Principles of Classical Singing. By Max Heinrich, Lothrop, Lee & Shepard. 155 pp., ill. \$1.50.

⁵ The Battle of the Wilderness. By Morris Schaff. Houghton, Mifflin Company. 345 pp. \$2.

⁶ A History of the War of Secession. By Rossiter Johnson. New York: Wessels & Bissell Company. 574 pp. \$2.

a book of reminiscences called "Through Five Administrations."¹ Colonel Crook gives in this book many details of Lincoln's life at the White House and relates a number of new anecdotes bearing thereon. In the same way he deals with the administrations of Lincoln's successors. His account has a certain value as an inside view of episodes of national importance.

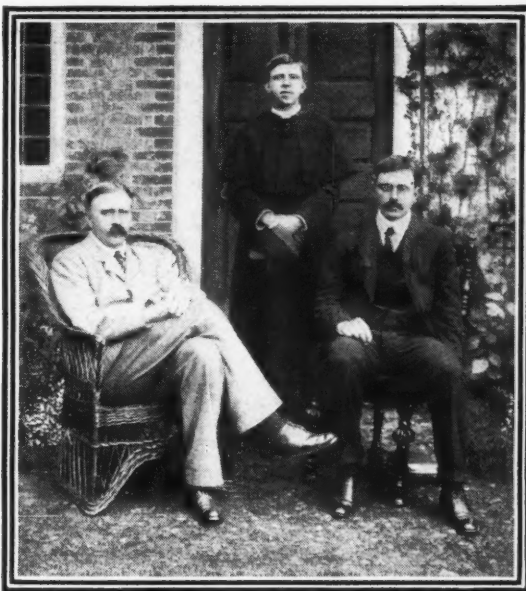
The seventh, eighth, and ninth volumes of the "Documentary History of American Industrial Society"² deal with the labor movement during the years 1840-1880. Prof. John R. Commons, who has selected and edited the material for these volumes, has brought to light many little-known facts regarding the relations of the labor movement to political organizations during the '40's and '50's of the last century. Especially interesting are the documents tending to show the important part played by agitators for land reform in the early days of the Republican party.

Mr. William B. Weeden, author of the "Economic and Social History of New England," has written "Early Rhode Island: A Social History of the People."³ Mr. Wheeden has drawn on the old records, both in print and in manuscript, to show what were the early ways of living in the society developed on Narragansett Bay. Heretofore a great part of what has been written about early Rhode Island has had to do almost exclusively with theological controversies and the beginnings of political organization. Mr. Wheeden tells us more about the social side of the people and how in comparative isolation they built up a new civilization.

In a series of imaginary portraits, or intimate and graphic studies, of the highborn culture woman of all times and nations, Emily James Putnam considers "The Lady"⁴ at certain significant crises of her history. Education, domestic and social life, duties, occupations and pleasures, matrimonial relations, and her general position with regard to the affairs of the great world, are all considered, beginning with the Greek lady and ending with her sister of the twentieth century. The volume is illustrated.

The historical story "Sicily in Shadow and in Sun"⁵ told in modern language, and for the most part, through the words of a traveler who visited the island after the disastrous earthquake has been written by Maud Howe, with numerous illustrations including pictures from photographs. The story of the American relief work after the earthquake is picturesquely told.

In "Echoes from Edinburgh, 1910,"⁶ Mr. W. H. T. Gairdner has given a popular account of the World Missionary Conference held in the Scottish capital last summer. There is an introduction by



Mr. A. C. Benson Father Robert H. Benson Mr. E. F. Benson
THREE LITERARY BROTHERS; THE SONS OF ARCHBISHOP
BENSON

("The Silent Isle," by Mr. A. C. Benson, is noticed herewith)

John R. Mott and a striking picture of the conference in session.

LITERATURE

"The Silent Isle"⁷ is a volume of delightful essays by Arthur Christopher Benson. Its subject matter is somewhat reminiscent of an earlier collection entitled "From a College Window," issued by Mr. Benson in 1906. All of the writings of this author—he has given us a half-dozen volumes within as many years—have a decided biographical trend. Taken as a whole they might be grouped under one general title of "memoirs." Each succeeding volume portrays more definitely the inner life of a man whose richness of personality is tempered and guided by an almost ascetic ideal of personal conduct. "The Silent Isle" is a book for the quiet hour of the day. When we have closed the door on the clamor of life, it leads on to a "garden of refreshment which the pilgrim may enter by the way." From the author's record of his own personal experience, he departs like a pious palmer on a pilgrimage to many shrines. He writes of art, of life and literature, of men and women with a naive simplicity expressed in poetic prose. He is in earnest, even when he meanders delicately around his subject, but his meaning is often veiled in a haze of emotional fancy. Although he would arm us with high courage and point the way to spiritual dominion, his desire for salvation is mainly the desire for the salvation of his own soul, a Tolstoyian doctrine of personal perfection. Mr. Benson is at his best when he writes of nature and beauty. This is shown clearly in his exquisite paragraphs on the "spirit of art" and the chapters on Keats. There is a tang of Hazlitt in many of his descriptive

¹Through Five Administrations: Reminiscences of Col. William H. Crook. Compiled and edited by Margarita Spalding Gerry. Harpers, 280 pp., ill. \$1.50.

²Documentary History of American Industrial Society. Vols. VII., VIII., and IX. Cleveland: Arthur H. Clark Company. \$5 each.

³Early Rhode Island. By William B. Weeden. Grafton Press. 381 pp., ill. \$2.50.

⁴The Lady. By Emily James Putnam. Sturgis & Walton Company. 323 pp., ill. \$4.

⁵Sicily in Shadow and in Sun. By Maud Howe. Little, Brown & Company. 490 pp., ill. \$3.

⁶Echoes from Edinburgh, 1910. By W. H. T. Gairdner. Revell. 281 pp., ill. \$1.

⁷The Silent Isle. By Arthur Christopher Benson. Putnam. 448 pp. \$1.50.



MRS. EMERSON

(From a daguerreotype about 1847, appearing now in "Emerson's Journals")

passages, although he has little of the brilliancy of phrasing possessed by that essayist. Mr. Benson does not attempt, however, to make all knowledge his province. He is more or less to our taste in so far as we are capable of appreciating, to use his own expression, the "subtle flavors of life."

Among scholarly works on purely literary subjects, two new volumes of the "Cambridge History of English Literature"¹ take first place. We have had occasion from time to time, as the volumes of this monumental work have appeared, to refer appreciatively to its scholarship and general usefulness. Volumes V. and VI. have recently appeared. Both of these are devoted to the drama and are subtitled parts 1 and 2. Part 1 treats of the drama to 1642; Part 2, the Elizabethan and Jacobean drama. As in volumes already issued, each subject and division is the work of a writer generally accepted as an authority.

A year or so ago this magazine noted the appearance of the first two volumes of Emerson's "Journals,"² bringing the correspondence down to the year 1833. Two other volumes have now been issued, covering dates from 1833 to 1838. The first of these two (Volume III. of the entire series) gives the log of the philosopher's European tour,

¹ The Cambridge History of English Literature. Vols. V. and VI. Edited by A. W. Ward and A. R. Walter. Putnam. 1151 pp. \$2.50 per volume.

² Emerson's Journals. Vols. III. and IV. Houghton-Mifflin Company. 1071 pp. \$1.75 per volume.

³ Imaginary Interviews. By William Dean Howells. Harpers. 359 pp., ill. \$2.

beginning in 1833, and tells humorously of his experiences with the great men and women he met. It also deals with the time of his marriage. Volume IV. is full of "thoughts rather than events."

It would appear that William D. Howells had taken the earth for his possession. Apparently there are few persons or things or subjects that he has not already considered in his all-inclusive literary philosophy. This is simply preliminary to saying that Mr. Howells' name appears on another book of essays and observations on life in general, this time under the title "Imaginary Interviews."³

The rather ambitious effort of the Neale Publishing Company to bring out the collected works of Ambrose Bierce⁴ is to be completed in ten volumes. It has been said that "Bierce always radiates brilliancy." The publishers have brought out the first three volumes in appropriate mechanical form.

We have now for the first time the collection of all the poems of Eugene Field complete in one volume.⁵ Field is so firmly established in the affections of the American reading public that it is rather surprising no standard edition of his verses has been issued up to the present time. The volume here noted seems to be satisfactory in every respect.

Especially noteworthy of mention is Mr. Sidney Lee's account of the literary relations between England and France in the sixteenth century, which he has brought out under the title "The French Renaissance in England."⁶

The quota of books on Shakespeareana includes: "An Introduction to Shakespeare," by three members of the Yale faculty—H. N. MacCracken, F. E. Pierce, and W. H. Durham (Macmillan); "The Tragedy of Hamlet," by Henry Frank (Sherman, French & Co.); "Stories from Shakespeare," by Thomas Carter (Crowell & Co.); and "Bacon Is Shakespeare," by Edwin Durning-Lawrence (John McBride Company).

AN INDISPENSABLE INDEX

Too few readers are familiar with the valuable index to current periodicals known as the "Readers' Guide to Periodical Literature."⁷ The current cumulation, covering the years 1905-1909, is not only an index to ninety-nine distinct periodicals; it also includes in the same alphabet an index to 430 books, reports, collections of essays, and travel sketches—in other words, composite books, or books whose contents are frequently not clearly indicated by their titles. The present volume of the "Readers' Guide" consists of 2500 pages, closely printed, and is by far the most complete summary of the kind ever made.

⁴ The Collected Works of Ambrose Bierce. Vols. I., II., and III. Neale Publishing Company. 1229 pp. \$2.50 per volume.

⁵ The Poems of Eugene Field. Scribners. 553 pp. \$2.

⁶ The French Renaissance in England. By Sidney Lee. Scribners. 494 pp. \$2.50.

⁷ Readers' Guide to Periodical Literature. Edited by Anna Lorraine Guthrie. Minneapolis: H. W. Wilson Company. 2500 pp. \$24.

